63D CONGRESS
3d Session

HOUSE OF REPRESENTATIVES

DOCUMENT
No. 1520

THE PANAMA RAILROAD COMPANY

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES

TRANSMITTING

THE SIXTY-FIFTH ANNUAL REPORT
OF THE BOARD OF DIRECTORS OF
THE PANAMA RAILROAD COMPANY
FOR THE FISCAL YEAR ENDED
JUNE 30, 1914

JANUARY 25, 1915.—Referred to the Committee on Interstate and Foreign Commerce and ordered to be printed, with illustrations

WASHINGTON
GOVERNMENT PRINTING OFFICE
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LETTER OF TRANSMITTAL.

To the Senate and House of Representatives:

I transmit herewith, for the information of the Congress, the Sixty-fifth Annual Report of the Board of Directors of the Panama Railroad Co. for the fiscal year ended June 30, 1914.

WOODROW WILSON.

THE WHITE HOUSE, *January 25, 1915.*

PANAMA RAILROAD CO.

BOARD OF DIRECTORS.

George W. Goethals.	Mordecai T. Endicott.	Richard Reid Rogers.
F. C. Boggs.	H. F. Hodges.	W. H. Rose.
C. A. Devol.	Frank McIntyre.	H. H. Rousseau.
E. A. Drake.	Hugh Rodman.	R. E. Wood.
Oswald H. Ernst.		

OFFICERS.

George W. Goethals, president	Culebra.
E. A. Drake, vice president	New York.
H. F. Hodges, second vice president	Culebra.
C. H. Motsett, superintendent	Colon.
Sylvester Deming, treasurer	New York.
T. H. Rossbottom, assistant to vice president, and secretary	New York.
V. M. Newton, auditor	New York.
F. C. Boggs, general purchasing officer	Washington.
R. E. Wood, commissary	Cristobal.
R. E. Rutherford, commissary purchasing agent	New York.
Roland Allwork, superintending engineer, steamship line	New York.
H. I. Bawden, terminal superintendent, steamship line	New York.
Richard Reid Rogers, general counsel	New York.

GENERAL OFFICES.

No. 24 State Street.....New York.

SIXTY-FIFTH ANNUAL REPORT OF THE BOARD OF DIRECTORS OF THE PANAMA RAILROAD CO. TO THE STOCKHOLDERS, FOR THE YEAR ENDED JUNE 30, 1914.

PANAMA RAILROAD CO.,
New York, N. Y., November 1, 1914.

To the stockholders of the Panama Railroad Co.:

I respectfully submit for your consideration a report of the company's operations and resulting financial condition for the 12 months from July 1, 1913, to June 30, 1914.

In this connection I call your particular attention to the subjoined statements of operation and maintenance of the company's property; to the details of the attached exhibits that show income and profit and loss account, general balance sheet, and to statistical tables which, having been audited by certified public accountants, furnish complete information concerning the financial aspect of the company's business, together with the subsistence officer's report of his operation of the company's commissary department and the resulting earnings.

The status of the indebtedness of $3,247,332.11 to the United States Government referred to in my report of last year remains unchanged.

The business of the company was carried on during the fiscal year under conditions that have long prevailed, but the approaching completion of the Panama Canal and the logical diversion to be expected from rail to water-borne transportation across the Isthmus of all cargo for points beyond on the Pacific Ocean, together with the necessity that all possible means at the disposal of the United States Government be availed of to insure a successful operation of the completed canal, required that any disturbing competition that would follow a continuance of the railroad's through-billing relations with its numerous foreign and domestic connecting steamship lines on both oceans be avoided. It was therefore arranged that the stipulated notice to discontinue those relations be served upon all such carriers, to become effective 90 days after the practical opening of the canal, that subsequently occurred on August 15 last.

In order to facilitate canal operation and develop the railroad's earning capacity in other directions than from its continued local and through business to Panama city, it was decided to push to completion improvements at its terminals on both oceans to effectively furnish berthing facilities for the loading and discharging of vessels, cargo handling, transfer services, fuel, material, and supplies, and for necessary repairs to vessels using the canal at prices slightly in excess of cost.

It is to be expected that the very important revenue returns that have annually accrued through the independent operation of the railroad will be very materially reduced by the diversion of its traffic to the canal, whose revenue will be correspondingly increased so that no material loss will result thereby to the United States Government as owner of both properties.

In order to perfect economies and secure greater efficiency for both interests, the reorganization and consolidation, as far as possible, under canal operation of all officers and employees with similar duties, was provided for.

The result of the company's business of every character for the period covered by this report, after meeting the total cost of operation, together with fixed charges aggregating $114,009.62, and charges for depreciation of rolling stock and floating plant equipment of $262,226.76, shows a net income of $2,303,339.96.

During the same period $1,236,329.33 was expended for additions to and betterments of plant and equipment.

I call your further attention to the details of a supplemental report covering the first quarter of the ensuing fiscal year that will be attached hereto.

Respectfully submitted.

GEORGE W. GOETHALS, *President.*

Col. GEORGE W. GOETHALS,
President Panama Railroad Co., Culebra, Canal Zone.

SIR: I have the honor to submit herewith the financial exhibits and results of the company's operation for the fiscal year ending June 30, 1914, with statistical tables and explanatory comments thereon.

Gross operating revenues, operating expenses, and net revenue for the year ending June 30, 1914, compare as under with the year ending June 30, 1913.

	Operating revenue.	Operating expenses.	Operating revenue over operating expenses.
1914	$6,822,506.92	$4,682,290.74	$2,140,216.18
1913	6,750,321.12	4,699,978.52	2,050,342.60
Increase in 1914	72,185.80	.....	89,873.58
Decrease in 1914	.....	17,687.78	.....

OPERATING REVENUE.

RAILROAD.

The operating revenue of the railroad from all sources shows a decrease of $31,757.61. This decrease in revenue is divided as follows:

	Amount.	Per cent.
INCREASES.		
Revenues from transportation: Freight (through commercial)	$150,251.74	8.26
Other transportation revenues: From all sources	25,407.41	7.70
	175,659.15	8.18
DECREASES.		
Revenues from transportation:		
Freight (local commercial)	55,971.85	11.73
Freight (local the Panama Canal)	33,689.55	6.87
Passenger (through)	23,866.07	47.45
Passenger (local)	38,559.53	4.97
Nontransportation revenue: From all sources	55,329.76	8.42
	207,416.76	8.46
Net decrease	31,757.61	.68

Freight traffic from New York, other Atlantic coast ports, and New Orleans, shows the following increase, viz:

	Tons.
To Panama	14,940

And decreases as under:

	Tons.
To Central America and Mexico	3,647
To San Francisco	11,459
To South Pacific ports	5,470

From Europe to corresponding points the following increases are shown, viz:

	Tons.
To Panama	298
To Central America and Mexico	1,265
To San Francisco	1,359

And decrease as under:

	Tons.
To south Pacific ports	2,585

In the opposite or northward direction the following increases and decreases are shown, viz:

		Tons.
Panama to New York, Boston, nd Gulf ports	increase	428
Central America and Mexico to New York and Gulf ports	do	2,260
San Francisco to New York and Gulf ports	do	30,361
South Pacific to New York, Boston, and Gulf ports	do	1,477
Panama to Europe	decrease	283
Central America and Mexico to Europe	increase	16,893
San Francisco to Europe	do	572
South Pacific to Europe	do	2,863
Central America and San Francisco to Colon	decrease	134

The following table shows the freight tonnage carried over the railroad during the 12 months ending June 30, 1914, including company freight, as compared with the 12 months ending June 30, 1913:

	12 months ending June 30—		
	1914	1913	Decrease.
			Per cent.
Tons carried southbound (to Panama)	1,046,364	1,359,297	23.02
Tons carried northbound (to Colon)	587,365	667,555	12.01
Total south and north bound [1]	1,633,729	2,026,852	19.40

[1] Tons of 2,000 pounds, or 40 cubic feet.

REVENUE FROM TRANSPORTATION.

Freight traffic.

The gross revenue per ton moved on the road compares as follows:

	12 months ending June 30—		
	1914	1913	Increase.
			Per cent.
Southbound (to Panama)	$1.90	$1.45	31.03
Northbound (to Colon)	1.73	1.38	25.36
Average south and north bound	1.84	1.43	28.67

Exhibit L accompanying this report shows the origin and destination of the freight carried over the railroad.

The total revenue freight traffic of the railroad during the 12 months ending June 30, 1914, including both merchandise and coal, was 1,544,252 tons, a decrease of 404,963 tons, or 20.78 per cent. The total revenue derived from this traffic was $2,846,103.04, an increase of $60,590.34, or 2.18 per cent.

In addition to the above traffic 89,477 tons of company freight, 2,570 tons of mail and baggage, and 2,368 tons of express were hauled.

Of the total freight tonnage carried, 64.05 per cent was southbound and 35.95 per cent northbound. In the previous year the percentages were 67.06 per cent and 32.94, respectively.

The through traffic was 39.37 per cent of the total tonnage hauled as against 29.31 per cent for the 12 months ending June 30, 1913.

Coal (including company) comprised 38.29 per cent of the local traffic southbound.

Passenger traffic.

The following statements show the number of passengers carried and the passenger revenue:

Number of passengers carried.

Classification.	1914	1913	Increase.
			Per cent.
First-class passengers	893,411	877,589	1.80
Second-class passengers	2,231,563	2,039,068	9.44
Total	3,124,974	2,916,657	7.14

Passenger revenue.

Classification.	1914	1913	Increase.	Decrease.
			Per cent.	*Per cent.*
First-class passengers	$353,086.63	$427,374.30	.....	17.38
Second-class passengers	410,886.31	399,024.24	2.97	.....
Total	763,972.94	826,398.54	.....	7.55

Average revenue per passenger.

Classification.	1914	1913	Increase.	Decrease.
			Per cent.	*Per cent.*
First-class passengers:				
Through	2.54	2.15	18.14	.....
Local	.3718	.4437	.....	16.2(
Second-class passengers:				
Through	1.72	2.18	.....	21.1(
Local	.1834	.1946	.....	5.7

The gross revenue from the transportation of passengers was $763,-972.94, a decrease of $62,425.60, or 7.55 per cent, while the number of passengers carried shows an increase of 208,317, or 7.14 per cent.

The revenue received from through passengers shows a decrease of $23,866.07, or 47.45 per cent, and the number of through passengers a

decrease of 12,616, or 53.93 per cent, as compared with the 12 months ending June 30, 1913.

Local passengers show a decrease of $38,559.53, or 4.97 per cent, and an increase of 220,933, or 7.64 per cent, in number carried.

REVENUE FROM OPERATION OTHER THAN TRANSPORTATION.

The revenue from the various accounts grouped together under this heading amounted to $30,408.34, an increase of $9,428.44, or 44.94 per cent, as compared with the 12 months ending June 30, 1913.

HARBOR TERMINAL REVENUE.

The revenue from the various accounts grouped together under this caption shows an increase of $8,841.28, or 2.03 per cent.

The receipts from wharfage at Panama and Balboa, and lighterage of cargo in Panama Bay, which are included in the above, show an increase of $13,997.50.

OTHER OPERATING REVENUE.

The revenue from these accounts amounts to $126,383.24 for the year, a decrease of $73,599.48, or 36.80 per cent, as compared with the previous year.

Steamship Line.

The total operating revenues of the company's line were $2,255,-101.40, an increase of $103,943.41, or 4.83 per cent, as compared with the 12 months ended June 30, 1913.

Freight traffic decreased 47,414 tons, or 8.53 per cent, while the revenue therefrom increased $129,799.44, or 9.26 per cent.

Passengers show a decrease of 1,490 in the number carried, or 9.51 per cent, and a decrease in revenue of $26,105.40, or 5.83 per cent.

Revenue from the transportation of mails shows an increase of $2,941.75, or 1.11 per cent of the total tonnage transported; 85,043 tons were carried by the company's steamers and 423,480 tons by chartered steamers. In the 12 months ending June 30, 1913, the former carried 94,693 tons and the latter 461,244 tons.

OPERATING EXPENSES.

The total operating expenses for the 12 months ending June 30, 1914 and 1913, compare as under:

	1914	1913	Increase.	Decrease.
			Per cent.	*Per cent.*
Railroad	$2,741,485.70	$2,770,310.45	.....	0.0104
Steamship line	1,940,805.04	1,929,668.07	0.0058	.....
Total	4,682,290.74	4,699,978.52	.....	.0038

This shows a decrease of $17,687.78 in total operating expenses, while there was an increase in revenue of $89,873.58. (See Exhibit C.)

Summary of operating statistics.

Items.	1914	1913	Increase.	Decrease.	Per cent.
Average miles operated	61.64	61.98	.....	34	0.55
Gross operating revenue	$4,567,405.52	$4,599,163.13	.....	$31,757.61	.70
Operating expenses	$2,741,485.70	$2,770,310.45	.....	$28,824.75	1.04
Net operating revenue	$1,825,919.82	$1,828,852.68	.....	$2,932.86	.16
Per cent expenses to revenue	60.02	60.24	.....	.22	.36
Gross revenue per mile	$74,098.08	$74,203.99	.....	$105.91	.14
Operating expenses per mile	$44,475.76	$44,696.84	.....	$221.08	.49
Net revenue per mile	$29,622.32	$29,507.15	$115.17	.....	.39
Revenue per passenger-train mile	$4.36	$6.24	.....	$1.88	30.13
Revenue per freight-train mile	$12.49	$11.94	$0.55	.....	4.61
Amount operating pay rolls	$1,482,550.49	$1,709,211.80	.....	$226,661.31	13.26
Tons per loaded car	19.78	23.63	.....	3.85	16.30
Tons per train	302.77	353.21	.....	50.44	14.28
Locomotive mileage: Freight, passenger, and switch	949,955	892,380	57,575	.....	6.45
Work trains	151,385	200,295	.....	48,910	24.42
Passenger-train mileage	256,067	184,964	71,103	.....	38.44
Freight-train mileage	230,766	235,228	.....	4,462	1.89

Various details of organization and operation on the Isthmus shown on graphical charts, Exhibits P, Q, R, S, T, U, submitted herewith.

MAINTENANCE OF WAY AND STRUCTURES.

The maintenance expenses for the fiscal year have increased $23,250.68, or 5.94 per cent, as compared with the fiscal year ending June 30, 1913. This has been due to Bridge 57½ being written into operating expenses and to maintenance of automatic signals.

During the year 100 A. F. E.'s covering special work were issued, and under these and other A. F. E.'s current at the beginning of the year $1,559,898.01 was expended.

Following is statement of trackage under control of the Panama Railroad as of June 30, 1914:

Operated line:		
Main line: Colon to Panama		47.61
Second main line: Pedro Miguel to Panama		7.00
Atlantic terminal—		
Colon	4.97	
Cristobal and Mount Hope	29.86	
		34.83
Pacific terminal—		
Panama	4.79	
Balboa	20.13	
		24.92
Intermediate sidings: Colon to Panama		12.72
Total Panama R. R. tracks		127.08
Leased line:		
Main line: Bas Obispo to Pedro Miguel	9.12	
Second main line: Bas Obispo to Summit	5.54	
Intermediate sidings	7.82	
Total leased line		22.48
Total tracks under control of Panama R. R.		149.56

Office engineer work.

For the fiscal year the drafting force has been engaged principally on the following work:

Preliminary plans and estimates for new Pier No. 7, to be constructed at Cristobal.

Plans and elevations completed for swing bridge to be built across the French Canal, Mount Hope, to carry track to Cristobal coaling plant at the north end of Mindi Island.

Revision of all maps, charts, alignment drawings, station layouts, etc., relocated line.

Plans completed for new Balboa terminal yard.

Complete plans and details prepared for steel foot bridge across the Chagres River at Gamboa.

Plans completed for new gravel-reclaiming plant at Gamboa, which work involved the preparation of details for erection of gravel bins, dock, electric sand crane, power house, etc.

The regular routine work of preparing progress reports, etc., for the dock work and drawings for various maintenance-of-way structures has been carried on.

Telephone and signal department.

During the year automatic signals were extended from Mount Hope to the Colon passenger station and the home signal at Tower A (Cristobal) and Mount Hope placed under semiautomatic control. Additional signals were placed between Mount Hope and New Gatun on account of the inauguration of shuttle-train service. Additional signals were placed between Gatun and Quebrancha in anticipation of stone-train traffic from Ancon to Mount Hope. All signals were rearranged from the Chagres River to New Culebra on account of the elimination of interlocking plants at Obispo and Tower R, and 12 signals were installed between mileposts 25–70 (Caimito) and 31.18 (south of Tower R). Automatic signals were extended from Pedro Miguel to the south end of Miraflores Tunnel and the staff system and interlocking removed at the latter point.

The gauntlet track through Miraflores Tunnel is now protected by automatic signals operated on a normal danger basis.

The same type of signal is being used as described in the last annual report, and no deviations have been made from the methods standard for signal aspects.

From January 1 to June 30, 1914, the power-operated signal blades in service made 845,774 operations with no "false clear" failures and 64 responsible stop aspects. This designated the efficiency of operation for the six months as 99.992 per cent.

Numerous small changes were necessary during the year in both circuits and locations, due to track changes and to visual interferences offered by the erection of the track-span bridges.

During the year the manual block system was abandoned on the single track north of Pedro Miguel and eight telegraph offices closed on the main line of the Panama Railroad.

Interlocking plants.

Interlocking plants at Matachin, Tower R, Gamboa Cabin, Caimito, Obispo, Bridge 57½, Paraiso Junction, North Cabin, South Cabin, Corozal, Balboa Junction, and the temporary protection for the Pontoon Bridge were removed during the year. New interlocking plants were installed at Panama and the Pontoon Bridge, and the plants at Tower A (Cristobal), Mount Hope, Pedro Miguel, Summit, and the West Leg of the Balboa Wye were reconstructed, completely equipped with signals, and increased in size.

With the exception of certain special parts, all changes, additions, and new work are made from material on the Isthmus, the machines and locking being constructed in the field. We expect to install three additional machines in the Balboa terminal, plans and estimates for which are being prepared at the present time.

Miscellaneous signal apparatus.

Two power train order and two mechanical signals were changed in location on account of track-span bridges, and all existing signals on the old line were changed to operate in the upper right-hand quadrant.

Panama Government line.

Our telephone and signal department constructed the first nine miles of combined telephone and telegraph line for the Panama Government on their new lead Empire to David. The work, equipment, and organization were turned over to their general inspector on January 31, 1914. Arrangements were made and work started to erect poles and string aerial cables through the city of Panama and to build a pole line and erect wires from the zone line at Panama to the end of the Panama Canal duct line at Miraflores substation.

Telephones.

During the year there were 490 telephones installed, 522 removed, and approximately 800 changed in locations, which figures show changes in 110 per cent of this equipment, and owing to such a large number of changes it is almost impossible to maintain a directory. The actual number of telephones in service June 30, 1914, was 1,582, making a decrease of 32 phones during the year.

Telephone exchanges were shifted to meet the demands of traffic; two sections being removed from Gatun, one from Empire shops, one from division engineer's office, Empire, and one from Pedro Miguel yard office. Installations were made at Panama (additional section added), Balboa, Balboa shops, office of dredging division, and one additional section in Culebra administration building for chief timekeeper. The installation of the new seven-position switchboard for Balboa administration building was started on May 25 and was approximately 50 per cent complete at the close of the fiscal year. This installation when completed will cost approximately $28,000.

Telegraph offices and electric clocks.

Owing to changes in traffic, 15 telegraph offices were installed and 17 removed, which necessitated the removal of 13 electric clocks and the installation of a like number in new locations.

Two special illuminated dial clocks were placed in the new passenger station at Panama and one at the north end of new Pier No. 9 at Cristobal.

Wires and cables.

Fifty-nine miles of weatherproof copper clad and 35 miles of bare hard-drawn copper line wire were placed on existing poles for the automatic signal system.

Two thousand feet of 50-wire special nonlead sheath cable was used at points where telephone-telegraph leads across the Panama Railroad, and numerous changes in poles and cross arms were also necessary at other points in order to allow the high-tension wires to be erected.

Duct lines for permanent town sites.

A duct line 3,100 feet in length was built from the Panama Railroad freight house, Colon, to Fourteenth Street, and an extension from the Colon Telephone Exchange toward Piers 8 and 9 was built for a distance of 2,450 feet. These duct lines vary from six-way to twelve-way, and contain all cables for telephone, telegraph, clock circuits, fire alarm, Central & South American Telegraph Co. cable, and all light and power cables.

Transisthmian duct line cable.

The study of transmission problems for the transisthmian duplex cable was completed in November, 1913, and requisition prepared for all material. The conduit will consist of a four-way multiple duct from Fourteenth Street, Colon, to the new administration building at Balboa Heights, and will contain approximately 1,064,000 duct feet. In addition to this the line will be incased with four single ducts from Colon to Mount Hope and from Corozal to roundhouse at Balboa. In the transisthmian duct line proper, one space will be used for the duplex telephone-telegraph cable, one space for the signal cable, one leased to the Central & South American Telegraph Co. and the one additional space left for future requirements. The extra ducts at either end of the line will contain light and power cables and the secondary telephone cable so that the exchanges at Mount Hope and Corozal can be eliminated and the respective telephone loads carried on switchboards at Colon and Balboa.

The signal cable and telephone-telegraph cable are under order, but no part of the cable has been received, with the exception of submarine sections for the signal circuits.

The nonlead sheath signal cables consist of 90 pieces of No. 12 B. & S. gauge, 13 conductor, and 20 pieces of No. 12 B. & S. gauge, 9 conductor cables, each piece being 2,338 feet in length. Armored submarine cable containing 13 No. 12 B. & S. gauge conductor will be used for crossing the Gatun River at Monte Lirio and the Chagres River at Gamboa.

The duplex telephone and telegraph cable consists of 330 pieces of 50-pair cable, each piece being 782 feet in length. This is a lead sheath, paper insulated cable, containing 12 pairs of No. 19 B. & S. gauge conductors in pairs, and 38 pairs of No. 16 gauge conductors quadded. With phantom circuits, this cable will allow 79 circuits to be used. In order to reduce the amount of copper, this cable will be equipped with loading coils at intervals of 1.177 miles. These circuits will also be carried in submarine cables at Monte Lirio and Gamboa.

The first shipment of vitrified clay duct was received on March 28, and the second and final shipment arrived on May 25, 1914. Duct line construction was started on April 14 northward from Gamboa

Bridge, and 86,097 feet or 16.3 miles (including manholes) completed on June 30. Forms, concrete boards, and other plant was made up in June in order to start the second organization south of the Chagres River early in July.

The following is a recapitulation of all signal apparatus in service on the Panama Railroad at the close of the fiscal year:

Interlocking plants with 138 active levers	8
Switch-stand signals	10
Automatic signals	96
Semiautomatic signals	8
Power-operated signals	18
Track circuits	98
Fixed-arm signals	2
Derails, pipe connected	28
Manual block and train order signals (arms)	71
Cells, track battery	224
Cells, caustic soda battery	2,410
Oil lamps in signals	212

Following is statement of changes in telephone, telegraph, and electrical equipment during fiscal year:

	In service July 1, 1913.	Installed.	Removed.	In service June 30, 1914.
Telephones	1,614	490	522	1,582
Rail poles	3,930	116	78	3,968
Pipe poles	1,914	166	82	1,998
Wood poles	188			188
2-pin cross arms	559	87	13	633
4-pin cross arms	243	41	12	272
6-pin cross arms	8,931	247	173	9,005
8-pin cross arms	1,447	60	132	1,375
10-pin cross arms	4,655	23	18	4,660
Bare copper wire (miles)	2,488.04	77.28	67.36	2,497.96
Bare iron wire (miles)	110.78	.36	13.87	97.27
Insulated wire (feet)	1,753,712	265,931	139,528	1,880,115
Underhanging brackets	1,130	147	48	1,229
5-power cable (feet)		2,450		2,450
10-power cable (feet)	5,575	1,251	945	5,881
20-power cable (feet)	10,044	6,453	445	16,052
25-power cable (feet)	2,470	250		2,720
30-power cable (feet)	60,016	15,529	1,180	74,365
50-power cable (feet)	7,614	965	1,260	7,319
60-power cable (feet)	6,864	2,728		9,592
75-power cable (feet)		1,191		1,191
100-power cable (feet)	10,002	2,644		12,646
150-power cable (feet)		3,988		3,988
120-power cable (feet)	3,250		90	3,160
200-power cable (feet)		580		580
Telephone exchanges	20	4	5	19
Mercury arc rectifiers	6	2	2	6
Motor generators	5			5
Charging panels	6		2	4
Ringing machines	4		1	3
Pole changers	9	3	5	7
Storage batteries	196		44	152
Telegraph offices	38	15	17	36
Electric clocks	42	13	13	42
Cable boxes	101	11	6	106
Terminal cans	26	6	4	28
ELECTRIC LIGHTS.				
Arc lamps	26		26	
8-candlepower carbon lamps	82	1		83
16-candlepower carbon lamps	1,195	22	9	1,208
32-candlepower carbon lamps	32	20		52
Sunburst lamps	2		2	
25-watt tungstens	449	28		477
40-watt tungstens	744	15	58	701
60-watt tungstens	62	4		66
100-watt tungstens	61	136		197
250-watt tungstens	9	9		18
600-watt tungstens		4		4

Track department.

This department is in charge of all maintenance of Panama Railroad tracks Colon to Panama, including terminal yards at Colon, Cristobal, Panama, and Balboa, also leased lines Bas Obispo to Pedro Miguel.

Following is statement of main line switch changes:

Location.	Crossovers.			Turnouts.		
	Installed.	Changed.	Removed.	Installed.	Changed.	Removed.
Mount Hope				1	1	1
New Gatun					1	
Gatun			1			
Camp Totten						1
Spur 12						1
Spur 13						1
Spur 13, new depot						1
Spur 24				1		
Darien-Caimito Junction			2	1		
North end McCann's siding						1
Dump 5:						
East				1		
West				1		
Switch for Panama Canal to take out abandoned tracks				1		1
Gamboa siding, Gamboa log track				1		1
Tower R				2		
Canal siding						2
Pedro Miguel	1			2		
½ mile south Pedro Miguel		1				
Milepost 41						1
Milepost 41½		1			1	1
Milepost 41¾	1			2	1	
North end tunnel				1		
Miraflores depot					1	
Corozal Junction					1	
Corozal		1				
Diablo, new main	1			2		
Balboa, new main	1			1	1	
South of Balboa Junction	1			1		
North of interlocking Balboa Y		1	1		1	
South of interlocking Balboa Y					3	
Paraiso					1	1
Summit Cabin					1	

During the year there was 36,313 feet of 90-pound rail and 35,758 feet of 70-pound rail used in track repairs. Twenty-three thousand eight hundred and seventy-two feet of 90-pound rail and 111,166 feet of 70-pound rail was recovered.

One thousand nine hundred and sixty-two cypress, 208 creosoted, 1,519 hardwood, and 6,155 secondhand ties were used in track repairs. The tie renewals were light in comparison with previous years, due to the fact that scarcely any renewals were necessary on new line Mindi to Pedro Miguel.

Eight thousand eight hundred and eighty-seven cubic yards of gravel ballast were used during the year at various points, Colon to Panama.

New classification and storage yard was constructed at Cristobal terminal to facilitate the switching at Docks 8 and 9. This yard has a total trackage of 27,133 feet.

The double track between Caimito and Gamboa Bridge was taken up and new single track placed on permanent alignment. A section of 1.48 miles of second main line from Caimito south was connected

into passing siding and a new siding 0.95 mile in length constructed at Gamboa.

New double track (2.43 miles) was built from Diablo to south switch of Balboa Wye, 0.70 mile being laid with 90-pound rail, economy tie plates, screw spikes, creosoted ties, and crushed-rock ballast. The balance of this track was laid with 70-pound rail and fittings and ballasted with gravel.

A new 15-track classification yard having a total trackage of 30,000 feet was constructed at the Balboa terminal to replace old Panama Railroad yard removed by the Panama Canal in order to secure room for new dry dock and to replace yards A and B, which are to be removed and land filled for Balboa new town site. A third track, 7,130 feet in length, has been built on 36-foot centers from southbound main and runaround tracks 1,500 feet long placed at each end of the switching lead. In connection with this yard, we also built an 820-foot caboose track and 480-foot scale track.

The classification yard and double track above referred to was turned over for traffic on June 28, 1914.

The southbound main on the old line between Diablo and Balboa Junction was taken up, the northbound main being still retained in service in order to handle rock traffic between Sosa Hill and the East Breakwater.

Track and trestle at Bridge 57½ have been removed and traffic is now being handled across the canal over Pontoon Bridge recently constructed at an approximate cost of $225,000.

Bridges, buildings and dock department.

The location of the new reinforced concrete terminal docks at Cristobal was shown in the 1912 annual report of the Panama Railroad opposite page 30. The work on the construction of these docks and piers has continued during the year, and for detailed report see pages 26 and 27.

On January 1, 1914, the preparation of preliminary plans and estimates for the construction of new Pier No. 7 was begun, and on April 7 a report on seven different schemes was submitted to the President, which report, however, covered foundation work only, the location and dimensions of the pier being the same for all schemes. On April 16 the location and dimensions for this pier were approved, the approval of the foundation work itself being withheld awaiting the joint report of the committee appointed to look into the strength of cylindrical piers for foundations. In the latter part of May scheme No. 2, consisting of cylindrical piers spaced 26 feet 6 inches transversely and 45 feet longitudinally, was approved, and since then the design and preparation of contract drawings for this pier have been under way.

The contract for the steel caissons and the removable steel forms, consisting of 4,998,640 pounds, was let on June 20 to the United States Steel Products Co. for a total of $73,777.33.

Wash and diamond drill soundings to determine the depth of rock and the character of the material overlying bedrock was started on January 9 and completed on March 28.

The laying of temporary tracks and trestle approaches was completed and 18 per cent of the required false-work trestle driven on June 30, 1914.

On July 5, 1913, contract was entered into with the Central American Construction Co. (Ltd.) for the erection of structural steel framework and unloaders for sheds on Pier No. 17 (new No. 8) at Cristobal, at a contract price of $11,950. This work was completed in accordance with the contract and specification and complete settlement made with the contractor on November 18, 1913. The following work on this pier was completed by Panama Railroad forces: 18,869 square yards of brick pavement; 4,050 cubic yards of concrete placed in side walls, end walls, roof slabs, footbridge slabs, etc.; placing of monitor windows and louvers; erection and painting of 62 steel rolling doors; and other miscellaneous work.

With the exception of a few minor details Pier No. 8 was completed on April 1, 1914.

Contract was entered into on June 30, 1913, with the Central American Construction Co. (Ltd.), for construction of steel and concrete sheds on Piers 15 and 16 (new Nos. 9 and 10) at Cristobal, Canal Zone, at a contract price of $201,000. On February 27, 1914, notice was served on the contractor that owing to their failure to carry on the work with promptness and diligence as required by the contract, and in accordance with Article VI of said contract that upon March 5 the Panama Railroad Co. would enter the premises and take possession of the work and of all material, tools, and appliances and that the Panama Railroad would complete the work at the expense of the contractor. Up to March 1, 1914, the contractor had completed the following work: 902,000 pounds of structural steel in place and 3,172 cubic yards of concrete in Pier 9 shed, which work represented approximately 70 per cent of work contracted for on Pier No. 9. The balance of work on this pier or the placing of 740 cubic yards of concrete was accomplished by Panama Railroad forces, and pier was on June 30, 1914, approximately 100 per cent complete.

All work called for on that part of the contract known as Pier 15 (new No. 10) was completed by forces of the Panama Railroad, detail for which is shown on page 27.

Agreement was entered into on July 7, 1913, with the McClintic-Marshall Construction Co. for completion of building at Cristobal known as the Masonic Temple, the contract price being $75,000. This work to be carried to completion in accordance with the plans and specifications governing the contract entered into between the Sojourners Lodge, A. F. & A. M., and the above company, dated September 14, 1911. In this agreement the cost of adjusting the building to take care of settlement of foundation (which work was covered by A. F. E. 650 and completed at a cost of approximately $15,000) was to be paid for by the Panama Railroad. The contract price, of $75,000 was subdivided as follows: The McClintic-Marshall Construction Co. to receive $29,360 for value of work completed; the Sojourner's Lodge to receive $20,000 to take up the outstanding bond issue, and the Central American Construction Co. $45,640 for completion of the building. The agreement with the McClintic-Marshall Construction Co. called for the subletting of contract to the Central American Construction Co.

The Central American Construction Co. having passed into the hands of a receiver, this work is now being carried forward by said

receiver for account of creditors. Building will be ready for occupancy about November 1, 1914.

The agreement with the Sojourners Lodge gives them a five-year option for the purchase of this building at the cost to the Panama Railroad Co. plus 8 per cent annually on the total investment.

The Gatun Dock was completed during the year, the total cost of this work at completion being $26,082.57. For detail, see pages 27 and 28.

The work on construction of bridge and tracks to the new coal station at the north end of Mindi Island was continued, and at the close of the year all track was in place and bridge abutments and piers completed. Contract has been let with the United States Steel Products Co. for the erection of a swing bridge at a contract price of $55,404. The east approach girder was secured by taking out the north span of bridge 309 at Gamboa.

Work has progressed under the following A. F. E.'s. Both those current at the beginning of the year and the new ones issued during the year are included:

A. F. E. No.	Class of work.	Amount.
580	Construction of terminal docks, Cristobal	$565,576.07
580x	Contract account of construction of Cristobal terminal docks	54,577.87
587	Construction of Hotel Washington	15,215.28
588a	Construction of new depot, Panama	62,656.54
595a	Installation of automatic block signals, Colon-Mindi	765.30
595b	Installation of automatic block signals	2,536.01
596	Dredging between Dock 16 and Pier 17	10,281.87
601	Arrangement of ground, new Hotel Washington	1,185.38
608	Change in interlocking plant, Balboa Junction	70.80
611	Construction of permanent dock, Gatun	[1] 11,610.29
620	Filling lots, Colon, G Street, from Second to Thirteenth	685.17
625	Dredging approach channel, new docks	8,539.75
632	New pole line and cable to Gatun	438.22
633	Track and bridges to new coal dock	94,279.34
634	Construction of underground cable to point in Colon Hospital grounds	273.10
637	Underground cable for telephone, new docks	1,166.42
638	Changing line, south leg of Wye, Balboa	29,822.48
639	Concrete curb, Christ Church to hospital	21.25
642	Concrete porch and drains, House No. 4	21.25
643	Filling lots 1 and 2, Cristobal	1,564.95
645	Construction of new street in Cristobal from Y. M. C. A. to Market Street	819.64
646	Wind shields, new Hotel Washington	202.41
647	Interlocking plant at Cristobal	7,641.55
649	Reconstruction main telegraph and telephone line between Mindi and Gatun	780.95
650	Construction of Masonic Temple	68,561.00
653	Installing cross-over near steel pier, Balboa	393.48
654	Underground telephone and telegraph wires under canal at Empire	117.70
655	Construction of intake under Pier No. 11 to supply salt water to condensers	860.34
656	Installation of signals and interlocker at Obispo	[1] 290.00
657	Repairs to wall of freight house, Colon, between Docks 2 and 3	665.59
658	Construction of spur track at Caimeto Curve for radio station	1,327.85
659	Construction of landing wharf at Gamboa	576.17
660	Construction of siding at Gamboa gravel pit for loading logs	193.98
661	Double tracking main line, Pedro Miguel to North Cabin	1,045.19
662	Connecting end of double track with Gold Hill line, Pedro Miguel Junction	1,987.93
663	Construction of sea wall in front of lots 1 and 2, Cristobal	1,080.07
664a	Construction of cinder platform at Frijoles	303.70
664b	Construction of cinder platform at New Culebra	467.88
667	Construction of unloading tank alongside of Pedro Miguel commissary	1,169.79
668	Construction of new platform, Panama freight house	2,810.93
669	Construction of track and platform for sight-seeing train, Contractors Hill	1,484.59
670	Construction of house track at Pedro Miguel	873.08
671	New roof on building No. 63, Colon	1,564.45
672	Construction of sidewalk, alighting platform, and raising station at Pedro Miguel	3,846.37
673	Drainage ditch and culvert north of Miraflores	206.02
674	Construction of sidetrack at Panama for motor cars	321.94
675	Double tracking Diablo Curve to west leg of wye	45,278.70
676	Construction of new terminal freight yard, Balboa	71,174.38
677	Filling lots on E Street, Thirteenth to Sixteenth Streets	5,663.66
678	Construction of garbage scow, Balboa	3,291.60
679	Installing gauntlet and automatic signal protection, Miraflores Tunnel	3,160.20

[1] Credit.

A. F. E. No.	Class of work.	Amount.
680	Repairs to road from Strangers' Club to Eleventh Street, Colon	$282.03
681	Extension of passing track at New Gatun	315.80
682	Installation of water mains at Cristobal terminal docks	5,409.51
683	Construction of new office for local agency, Panama	1,025.15
684	Construction of shed at Panama Railroad stables	98.05
685	Raising tracks and station at Bas Obispo	3,628.55
686	Installation of spur track, Panama freight house	916.77
687	Cable subway, Colon to Cristobal	8,829.38
688	Installation of new water main and necessary connections	1,588.10
689	Construction of track to Colon Electric & Ice Supply Co.	395.51
690	Installation of water main and connection for fire protection at coal pile	358.89
692	Construction of new commissary building at Ancon	35,730.01
693	Construction of new commissary building at La Boca	2,809.77
693½	Repairs to Lighter No. 4	1,251.47
694	Construction of station platform at Gamboa	170.51
695	Construction of transisthmian duct line	113,509.25
697	Construction of 4 coach tracks, Panama yards	3,494.80
698	Reconstruction of sewer, Colon Beach	2,360.31
699	Construction of news stand at Balboa	319.98
700	Construction of section house at Frijoles	3,548.87
701	Painting freight station at Panama	401.60
702	Improvements, Panama yards	9.19
703	Painting bridge 309, Chagres River	5,575.96
704	Work on bridge 309, Gamboa	15,418.05
705	Tearing down Miraflores station and reerecting at Gamboa	274.80
706	Improvement of Colon passenger station	392.99
707	Moving cabin from Caimeto and erecting at Panama	1,501.56
708	Construction of platform and shed at Miraflores Tunnel	119.02
709	Extension of platform at Gatun	145.35
710a	Construction of shed and alighting platform, north end of Panama yard	529.50
710b	Construction of shed and alighting platform opposite Corozal at Ancon	417.82
711	Construction of track in front of Dock No. 13	652.17
712	Removal of gutters north side of old wharf sheds	442.64
714	Stub siding west side of main line at Tower R	938.15
715	Placing concrete floor in Panama freight house	648.30
718	Construction of section house at Gamboa	38.49
719	Construction of Terminal Dock No. 7 at Cristobal	44,939.82
720	Construction of concrete warehouse at Cristobal	204.80
721	Construction of telephone storehouse and shop, Pedro Miguel	14.72
722	Extension of office building occupied by C. S. A. de V., Balboa	19.42
723	Construction of material track, Panama yard	105.95
724	Construction of retaining wall, cinder fill, and concrete floor, Colon freight house	2,210.59
725	Construction of trestle and dock at north end of Dock No. 13	3,347.68
726	Construction of alighting platform at Paraiso	433.92
728	Construction of cinder platform and shed at Darien	817.45
729	Construction of yard office at Balboa	7.99
731	Moving and reerecting one type 7 house, Gamboa	2,808.08
732	Pontoon bridge, Paraiso	211,423.82
736	Construction of wye at New Culebra for turning light engines	64.38
738	Dredging at Pier No. 7	6,732.07
740	Construction of spur track, new commissary, Ancon	820.92
741	Construction of spur track at MP24 south of Frijoles	659.67
743	Installing air main from Balboa shops to Panama yard	2,550.70
744	Permanent office building, Cristobal docks	2,594.16
747	Playgrounds, Colon	945.74
	Total	1,559,898.01

Gamboa gravel pit.

A new gravel-handling plant was constructed at Gamboa, this plant consisting of an unloading dock 200 feet long and gravel bins having a capacity of 1,200 cubic yards. An electric sand crane was transferred from the Panama Canal and erected to handle gravel from barges to bins, gravel being excavated by ladder dredge operated by the dredging division, loaded into barges and towed to gravel docks, where it is hoisted to bins by sand crane. A power house was constructed and dynamo installed for operation of crane, the entire plant including track costing $63,399.91.

Following is statement of operations at this plant from December, 1913, to June 30, 1914:

Month.	Operation accounts.	A. F. E's.	Construction accounts.	Shipped the Panama Canal.	Shipped individuals and companies.	Operation commissary.	Placed on storage pile.	Total.
1913.								*Cu. yds.*
December	160	.....	980	352	.....	.....	.....	1,492
1914.								
January	658	2,286	4,960	786	.....	828	1,310	10,828
February	254	1,965	4,940	546	.....	44	2,268	10,017
March	1,490	6,220	240	720	40	20	3,168	11,898
April	376	10,140	.....	5,428	233	12	.....	16,189
May	800	15,135	.....	7,427	20	.....	.....	23,382
June	659	16,473	.....	11,563	.....	.....	.....	28,695
Total	4,397	52,219	11,120	26,822	293	904	6,746	102,501

Following is statement of operation of Panama Canal gravel pit at Dump No. 1:

Month.	Operation accounts.	A. F. E's.	Construction accounts.	Shipped the Panama Canal.	Shipped to individuals and companies.	Operation commissary.	Total.
1913.							*Cu. yds.*
July	836	1,458	.....	8,827	144	96	11,361
August	900	414	600	8,941	116	48	11,019
September	3,064	518	.....	7,898	44	56	11,580
October	180	180	.....	820	70	.....	1,250
Total	4,980	2,570	600	26,486	374	200	35,210

MAINTENANCE OF EQUIPMENT.

The total charges to the various accounts under this heading show a decrease of $6,356.59, or 1.35 per cent.

Charges for supervision, shop machinery and tools, and other overhead expenses have decreased $8,762.94, due to the fact that on April 1, 1914, the shops were turned over to the Panama Canal and that no new tools were bought during this fiscal year.

Repairs to freight cars show a decrease of $4,731.61, or 2.45 per cent, due to the fact that less repairs were made this fiscal year, owing to a great many of the box cars being overhauled and rebuilt in previous years. Cars in bad condition were destroyed instead of being repaired during past fiscal year.

Charges for repairs to locomotives show a decrease of $12,911.31, due to less repairs, account of retiring such locomotives requiring extensive repairs. Nineteen locomotives were retired during fiscal year ending June 30, 1914.

TRANSPORTATION EXPENSES.

The expenses of this department decreased $31,190.83, or 2.18 per cent, as compared with the previous year, while the freight tonnage shows a decrease of 393,123 tons, or 19.39 per cent, and the mileage of this tonnage a decrease of 13,215,631 ton-miles, or 15.90 per cent.

The following statement gives the number of trains handled during the year ending June 30, 1914, and also a comparison between the months of June, 1914 and 1913:

	Panama R. R. trains.			Panama Canal trains.			Grand total.
	Commercial.	Work.	Total.	Special.	Work.	Total.	
Northbound	4,928	325	5,253	.....	49,332	49,332	54,585
Southbound	4,528	325	4,853	.....	47,076	47,076	51,929
Total year ending June 30, 1914	9,456	650	10,106	.....	96,408	96,408	106,514
Average number per day	25.91	1.78	27.69	.....	264.13	264.13	291.82
June, 1913	1,191	68	1,259	.....	7,264	7,264	8,523
June, 1914	854	82	936	.....	4,370	4,370	5,306
Decrease or increase:							
Trains	337	[1] 14	323	.....	2,894	2,894	3,217
Per cent	28	[1] 20	26	.....	40	40	38
Average decrease or increase per day in June, 1913, over June, 1914: Trains	11.23	[1] 0.46	10.77	.....	96.46	96.46	107.23

[1] Increase.

LAND DEPARTMENT.

During the past fiscal year there has been a slight increase in the number of lots leased in Colon, which naturally caused an increase in the amount of annual rental. This increase was due to leasing of whatever vacant lots remained at the close of the last fiscal year in that recently improved section on the east side of E Street, also the leasing of two lots to steamship companies at Cristobal and oil-tank sites at Mount Hope. The increase in rentals was about 8 per cent over the previous year.

At Folks River (Cristobal), Gatun, Monte Lirio, and New Frijoles the condition of rentals and leases remained the same as the previous year.

All leases for lots in the Empire and Culebra district, which includes the villages of Empire, New Empire, Camacho, Golden Green, New Culebra, Cow Pen, and West Culebra, were canceled, effective June 30, 1914. In these districts there were 693 leases, covering 739 lots, and the estimated annual rental value of these lots amounted to $19,223.80. All leases for lots in the village of New Gatun were canceled, effective July 31, 1914, and in this village there were 157 leases, covering 170 lots, the estimated annual rental of these lots amounting to $5,751.80. The total of all leases for these districts (Gatun, Empire, and Culebra) amounts to 850 leases, covering 909 lots, with an estimated rental value amounting to $24,975.60.

Written notices were served on all lessees of the Empire and New Gatun districts by the land agent of the Panama Railroad Co., notifying them of the cancellation of all leases, which cancellation is being made in connection with the general policy of clearing the Canal Zone.

A slight increase is shown in the rentals at Panama during the past fiscal year, due to the leasing of additional lots.

The agricultural leases, 232 in number, cover property at Majagual and Escondido, which is that district on Panama Railroad lots east of Colon. The rental value of these agricultural leases amounts to

$1,422.70, although we are not collecting any rental from holders of leases in this area.

The form of lease for the properties at these two small villages is a short-term form and may be canceled at any time without the payment of indemnity, and were executed several years ago for the purpose of having the present occupant acknowledge the Panama Railroad Co. as being the owner of the land.

About three years ago revocable licenses were issued to all those people having houses on the Huertas and Honduras tract east of the canal opposite Empire and Culebra; no rental, however, having been collected from the licensees. These licenses were revoked during the month of April of this year and all squatters removed from the property.

During the fiscal year there were 37 new leases executed for 46 new lots in the cities of Colon and Panama.

The estimated total annual rental value of all leased property is shown on July 1, 1914, as $130,645.09, which is a decrease of $12,851.48 from last year's estimated rental values. This decrease is occasioned by the cancellation of all the Empire and Culebra leases effective June 30. Of course, this amount is merely an estimated rental value for the next year, should the Panama Railroad Co. continue collecting rentals on all properties shown as being leased on July 1, 1914, at the rates indicated in our record books.

The actual rentals collected from all property during the past year amounted to $141,792.99, which is an increase of $7,433.42 over the actual collections for the fiscal year ending June 30, 1913. This amount not only includes rentals collected from leased lots, but also rentals collected from the various buildings owned by the Panama Railroad Co. in Colon and Balboa.

The following statement shows all Panama Railroad revenue-producing lots covered by leases in effect July 1, 1913, to June 30, 1914:

Location	Leases.		Lots.		Rental.	
	June 30, 1913.	June 30, 1914.	June 30, 1913.	June 30, 1914.	June 30, 1913.	June 30, 1914.
Colon	772	824	807	936	$90,790.28	[1] $97,377.80
Fox River	71	72	70	71	4,157.00	4,211.00
Gatun	157	157	170	170	5,751.80	5,751.80
New Frijoles	24	24	27	27	377.00	377.00
Monte Lirio	10	10	15	15	414.00	414.00
Empire	403	[2]	441	.....	12,819.60	.....
Culebra	308	[2]	316	.....	6,774.40	.....
Panama	378	379	445	446	20,989.79	21,090.79
Agricultural	232	232	232	232	1,422.70	1,422.70
Total	2,355	1,698	2,523	1,897	143,496.57	130,645.09

[1] Includes rental from offices in concrete building, Colon. [2] Canceled, effective June 30, 1914.

CASHIER'S DEPARTMENT.

Comparative statement of cash receipts and disbursements for the fiscal years ending June 30, 1914 and 1913:

Item.	1914	1913	Decrease.
Cash receipts	$14,495,606.07	$17,011,582.14	$2,515,976.07
Cash disbursements	14,109,136.22	16,947,244.27	2,838,108.05

Of the amount of cash handled during the fiscal year $3,612,734.14 was secured by drafts upon the New York office.

HOTEL WASHINGTON (NEW HOTEL).

On December 1, 1913, the New Hotel Washington was transferred to the commissary department for operation, the total loss in operation to that date amounting to $23,197.38.

During the year ending June 30, 1914, the gross revenue amounted to $106,779.40 and the expenses $126,295.74, making a net loss in operation of $19,516.34.

At the close of business December 9, 1913, the Hotel Washington discontinued serving meals to employees at 30 cents. On December 10, 1913, the Old Washington House was reopened for serving meals à la carte to employees, under the management of the commissary department.

The receipts from December 10, 1913, to June 30, 1914, amounted to $9,280.16 and the expenses $13,210.61, resulting in a loss of $3,930.45.

GENERAL OFFICES.

The office of train master was established on January 1, 1914, and placed in charge of all matters pertaining to transportation.

Effective June 16, 1914, all standard-gauge transportation of the Panama Canal, as regards operation only, was placed under the transportation department of the Panama Railroad and the title of train master abolished and superintendent of railroad transportation established.

Effective September 15, 1913, the telegraph and telephone department and signal department were consolidated and placed in charge of a superintendent of telephones and signals.

PORT BUSINESS.

Comparative statement of vessels arriving and aggregate cargoes handled at isthmian ports during fiscal year ending June 30, 1914 and 1913.

VESSELS.

Port.	Kind of freight.	This year.	Last year.	Increase.		Decrease.	
				Number.	Per cent.	Number.	Per cent.
Colon and Cristobal...	Coal	64	86	.....	.....	22	25.58
	Other freight	1,477	1,692	.....	.....	215	12.70
Total.....	.....	1,541	1,778	.....	.....	237	13.32
Balboa and Panama..	Various.....	265	258	7	2.71	.....	.....

Comparative statement of vessels arriving and aggregate cargoes handled at isthmian ports during fiscal year ending June 30, 1914 and 1913—Continued.

TONNAGE.

Port.	Kind of freight.	Received.					
		This year.	Last year.	Increase.		Decrease.	
				Tons.	Per cent.	Tons.	Per ct.
Colon and Cristobal...	Coal	363,390	474,923	.....	.....	111,533	23.48
	Other freight	707,898	832,086	.....	.....	124,188	14.92
Total.....	.....	1,071,288	1,307,009	.....	.....	235,721	18.03
Balboa and Panama..	Various.....	324,018	233,075	90,943	39.02	.....	.....

Port.	Kind of freight.	Dispatched.					
		This year.	Last year.	Increase.		Decrease.	
				Tons.	Per cent.	Tons.	Per ct.
Colon and Cristobal...	Coal	.....	.....	.....	.....	.....	.....
	Other freight	277,704	230,814	46,890	20.31	.....	.....
Total.....	.....	277,704	230,814	46,890	20.31	.....	.....
Balboa and Panama..	Various.....	283,605	290,415	.....	.....	6,810	2.34

Port.	Kind of freight.	Total tons.					
		This year.	Last year.	Increase.		Decrease.	
				Tons.	Per cent.	Tons.	Per ct.
Colon and Cristobal...	Coal	363,390	474,923	.....	.....	111,533	23.48
	Other freight	985,602	1,062,900	.....	.....	77,298	7.28
Total.....	.....	1,348,992	1,537,823	.....	.....	188,821	12.27
Balboa and Panama..	Various.....	607,623	523,490	84,133	16.07	.....	.....

Fuel consumption and sales.

	1914			1913	Increase.	Decrease.	Increase per cent.	Decrease per cent.
	Coal.	Oil.	Total.					
Panama R. R.:								
Engines.....	5,040	28,050	33,090	32,855	235	.....	71	.....
Switch engines.....	12,900	.....	12,900	12,181	719	.....	5.90	.....
Other purposes.....	12,083	.....	12,083	14,667	.....	2,584	.....	17.61
Steamship line.....	4,332	.....	4,332	4,835	.....	503	.....	10.40
Miscellaneous steamship lines.....	60,896	.....	60,896	69,869	.....	8,973	.....	12.84
Miscellaneous.....	17,522	.....	17,522	14,925	2,597	.....	17.40	.....
The Panama Canal.....	212,873	.....	212,873	344,768	.....	131,895	.....	38.26
Total.....	325,646	28,050	353,696	494,100	.....	140,404	.....	28.42

During the year 112,200 barrels of fuel oil were consumed, which is equivalent to 28,000 tons of coal as above.

CRISTOBAL TERMINAL DOCKS.

Attention is called to the following changes in numbers designating these docks. Pier 17, new number, 8; Pier 16, new number, 9; Pier 15, new number, 10.

To June 30, 1914, there has been expended $2,423,743.37 for actual construction. The material on hand but not yet used in construction amounts to $50,988.03, making a total expenditure on account of these docks $2,474,731.40.

Following is detailed statement of expenditures:

	Fiscal year.		To date.		
	Unit.	Amount.	Quantity.	Amount.	Unit cost.
Pier No. 8.					
Preliminary work	.....	[1] $6,610.22	.....	$90,834.19	.....
6-foot cylinders	Linear feet	[1] 2,627.71	18,485	248,588.47	$13.4464
Concrete in cylinders	Cubic yards	[1] 1,449.57	20,855	5,642.53	4.5860
Abutment wall	do	[1] 167.24	253	97,654.80	30.2561
Reinforced concrete floor	do	[1] 1,588.27	15,301	154,024.96	10.0663
Steel floor system (I beams)	Pounds	822.32	8,605,319	198,925.62	.0231
Apron tracks	Linear feet	347.46	2,200	5,487.09	2.4941
Paving	Square yards	51,178.77	21,730	59,966.78	2.7596
Mooring bitts	Number	876.26	40	1,365.41	34.1353
Fender piles	Linear feet	18,239.80	16,475	35,148.77	2.1334
Depressed tracks	do	862.14	2,623	9,861.97	3.7597
Column plates	.....	77.00	.....	2,589.14	.....
Permanent water lines	.....	3,879.68	.....	3,916.41	.....
Steel shed	Pounds	78,024.95	3,053,088	113,133.70	.0371
Concrete walls	Cubic yards	28,509.56	1,351	28,509.56	21.1025
Finishing walls	.....	8,789.42	.....	8,789.42	.....
Windows	.....	3,662.54	182	3,662.54	20.1238
Kinnear doors	Number	22,194.44	58	22,194.44	382.6600
Louvers	.....	6,717.38	.....	6,717.38	.....
Concrete roof	Cubic yards	72,537.17	2,699	72,537.17	26.8755
Electrical work	.....	20,152.53	.....	20,152.53	.....
Trusses	.....	5,973.65	.....	5,973.65	.....
Doors	Number	179.70	4	179.70	44.925
Miscellaneous items	.....	4,508.60	.....	5,066.79	.....
Total expenditures	.....	315,090.36	.....	1,200,893.02	.....
Cost per square foot	.....	.....	222,000	.....	5.409
Head of slip between piers 8 and 9.					
Preliminary work	.....	.....	.....	11,453.03	.....
3 and 4 foot cylinders	Linear feet	[1] 104.58	3,890	29,863.07	7.6820
Concrete in cylinders	Cubic yards	[1] 82.76	1,545	6,860.31	4.4403
Abutment wall	do	[1] 15.66	437	9,866.69	22.5782
Reinforced concrete floor	do	74.18	2,139	28,237.51	13.2012
Steel floor system (I beams)	Pounds	[1] 32.43	981,742	24,046.91	.0244
Mooring bitts	Number	.....	13	77.89	5.9915
Fenders	.....	.....	.....	1,237.13	.....
Total expenditures	.....	[1] 161.25	.....	111,662.54	.....
Cost per square foot	.....	.....	40,600	.....	2.750
Pier No. 9.					
Preliminary work	.....	.....	.....	33,959.28	.....
4-foot cylinders in place	Linear feet	[1] 227.53	12,225	111,304.23	9.1046
Concrete in cylinders	Cubic yards	[1] 289.65	5,358	24,594.70	4.5902
Abutment wall	do	[1] 52.56	1,507½	17,533.02	11.6305
Back wall	do	[1] 10.07	494	2,590.95	5.2448
Sea wall (abandoned)	.....	.....	.....	2,689.09	.....
Reinforced concrete floor	Cubic yards	2,401.41	12,700	51,346.23	10.9247
Steel floor system (I beams)	Pounds	296.15	1,087,530	20,798.51	.0191
Apron tracks	Linear feet	110.16	1,140	2,758.98	2.4201
Paving	Square yards	[1] 1,220.45	9,850	26,625.02	2.7030
Mooring bitts	Number	53.05	15	649.25	42.3283
Fender piles	Linear feet	4,126.74	22,800	19,217.13	.8516
Permanent water lines	.....	623.74	.....	2,117.39	.....
Depressed tracks	Linear feet	170.46	2,589	5,214.36	2.0140
Column plates	.....	103.89	.....	938.41	.....
Column plate foundations	.....	127.66	.....	3,235.03	.....
Column wall footings	.....	49.30	.....	1,054.17	.....
Steel shed	Pounds	92,026.51	2,396,108	160,974.63	.0672
Total expenditures	.....	98,288.81	.....	487,600.38	.....
Cost per square foot	.....	.....	90,950	.....	5.363

[1] Credit.

	Fiscal year.		To date.		
	Unit.	Amount.	Quantity.	Amount.	Unit cost.
Pier No. 10.					
Preliminary work		$3,685.01		$19,440.01	
4-foot cylinders in place	Linear feet	38,641.34	6,185	61,930.19	$10.0129
Concrete in cylinders	Cubic yards	10,238.22	2,862	16,697.94	5.8343
Concrete girders	do	3,497.70	239	3,497.70	14.6347
Reinforced concrete floor	do	14,164.58	1,299	16,437.78	12.6541
Steel floor system (I beams)	Pounds	8,017.65	643,856	14,319.20	.0222
Depressed tracks	Linear feet	1,310.75	819	1,310.75	1.6004
Apron tracks	do	871.85	334	957.67	2.8672
Mooring bits	Number	271.84	4	278.07	69.5150
Fender piles	Linear feet	1,165.39	2,990	1,165.39	.3896
Paving	Square yards	6,701.65	2,900	6,701.65	2.3108
Column plates		230.16		230.16	
Column footings		940.85		1,010.36	
Permanent water lines		703.43		703.43	
Wall footings		672.84		672.84	
Total expenditures		91,113.26		145,353.14	
Cost per square foot			29,900		4.861
Miscellaneous.					
Preparing site		3,695.54		44,400.24	
Surveys				8,119.60	
Borings		[1]1,366.25		15,844.45	
Roads		5,514.05		6,224.47	
Back filling	Cubic yards	11,956.38	799,755	380,140.62	4.7532
Yard tracks		21,398.77		23,504.91	
Inventory		[1]22,994.57		50,988.03	
Plant		[1]3,059.02			
Suspense items		[1]117.62			
Total expenditures		15,027.28		529,222.32	

[1] Credit.

SUMMARY.

	Expenditures.	
	Fiscal year.	Total to date.
Pier No. 8	$315,090.36	$1,200,893.02
Pier No. 9	98,288.81	487,600.38
Pier No. 10	91,113.26	145,353.14
Head of slip between Piers 8 and 9	[1]161.25	111,662.54
Miscellaneous charges	15,027.28	529,222.32
Total expenditures	519,358.46	2,474,731.40

[1] Credit.

DREDGING.

From the slip between Piers 8 and 9, 26,232 cubic yards of earth and loose rock were removed. This section is 100 per cent complete with a minimum depth of 41 feet.

From an area 723 feet wide and 110 feet long immediately west of Pier No. 8, 120,952 cubic yards of earth have been removed. A depth of 41 feet has been accomplished over 95 per cent of the prescribed area.

From the approach channel, 33,754 cubic yards of mud have been removed, which constitutes about 66 per cent of the total dredging in the approach channel.

Of the total dredging, 180,938 cubic yards, or about 75 per cent, has been handled by suction dredges.

GATUN DOCK.

This dock is built in two sections; the lower section, property of the Panama Railroad, being intended for use of small boats trading in Gatun Lake. The upper section was constructed for the Panama Canal, and the cost thereof was paid for by that interest.

This construction work was completed during the month of August, 1913, per following detailed statement:

	Fiscal year.		To date.		
	Unit.	Amount.	Quantity.	Amount.	Unit cost.
Lower section, Panama Railroad.					
Foundations:					
Excavation	Cubic yards	$0.91	899	$505.00	$0.5617
Piling	Linear feet	[1] 23.77	1,619	1,411.63	.8719
Rip rapping	Cubic yards	[1] 2.55	227	477.67	2.1042
Masonry	do	[1] 24.97	236	2,095.00	8.8771
I-Beam floor system	Pounds	15.19	48,614	423.40	[2] .0087
Concrete floor system	Cubic yards	[1] .64	243	3,094.38	12.7340
Mooring bits	Number		5	23.13	4.6260
Track wall and gutter	Cubic yards	415.89	90	748.96	8.3217
Permanent track	Linear feet	213.47	578	1,481.34	2.5628
Fender piles	do	[1] 19.51	740	784.04	1.0395
Floating dock	Square feet		620	913.40	1.4732
Concrete driveway	Cubic yards	[1] 11.47	86	1,311.14	15.2446
Total expenditures	Square feet	562.55	3,830	13,269.09	3.4645

	Fiscal year.		To date.		
	Unit.	Amount.	Quantity.	Amount.	Unit cost.
Upper section, Panama Canal.					
Foundations:					
Excavation	Cubic yards		784	$656.39	$0.8372
Piling	Linear feet		2,491	2,224.54	.8934
Rip rapping	Cubic yards		301	801.00	2.6611
Masonry	do		411	3,435.18	8.3581
I-Beam floor system	Pounds		64,440	503.04	.0077
Concrete floor system	Cubic yards		304	3,575.95	11.7629
Track wall and gutter	do		54	439.50	8.1388
Fender piles	Linear feet	$6.00	1,010	1,072.88	1.0622
Mooring bits	Number		5	105.00	21.0000
Total expenditures	Square feet	6.00	5,110	12,813.48	2.5075

[1] Credit.

[2] The low cost of I-beams in this section and the upper section is due to using I-beams formerly in bridges n the old line of the Panama R. R.

Steamship Line.

Owing to demands for their uninterrupted operation, opportunity had not been afforded since the year 1911 for the customary lay-up and overhaul of our steamers, which have been kept continuously in commission, until the fall of 1913 and the early part of 1914, when the *Allianca*, *Advance*, *Panama*, and *Colon* were successively withdrawn and a general overhaul effected at an authorized expense of $166,000, which will be distributed to operating expenses over the ensuing 12 months.

The operating revenue of the steamship line for the year was $2,255,101.40, or $103,943.41 in excess of last year. There was a

decrease of 47,414 tons in the total freight transported, with an increase, however, of $129,799.44 in resulting revenue. The anomaly of a decrease in tonnage and increase in revenue is accounted for by a material reduction in unremunerative cement tonnage from New York to Cristobal and a corresponding increase in foreign freight at higher average through rates.

The greater part of the balance of cement, aggregating 101,094 tons of 2,000 pounds, required for canal construction was transported to the Isthmus by the *Ancon* and *Cristobal*. Early in 1914 the necessity for continuing those vessels in our service, despite the fact that they have in the main been operated profitably, was considered and it appeared they should be withdrawn before the end of the year. Subsequently the steamship *Cristobal* was ordered to be transferred to the quartermaster's department and the final disposition of both ships in accordance with congressional authority will shortly be determined.

There was a decrease of 1,490 in the number of passengers carried and a relative loss in revenue of $26,105.40; there was an increase in mail revenue of $2,941.75 for the year.

The contract with the Ebensburg Coal Mining Co. for bunker coal in New York was extended for a further period of 12 months to April 1, 1915, at the original contract price.

The contract with the Marconi Wireless Telegraph Co. of America has been terminated and their equipment on our steamers replaced by the Telefunken system under contract with the Atlantic Communication Co.

The sundry civil appropriations acts approved January 23, 1913 authorized the construction for the Isthmian Canal Commission of two naval colliers at a cost of approximately $1,000,000 each. The colliers are to be placed in the service of the Panama Railroad Co. for the transportation of coal to the Isthmus in connection with the operation of the permanent coal plant now in course of construction by the company jointly with the Panama Canal that is expected to be completed early in the year 1916. The building of the colliers, begun early this year, has progressed rapidly with an initial launching expected in December. Their construction is in accordance with Navy Department specifications, and although placed in this company's service to be operated commercially in times of peace, they will be subject to withdrawal for naval service to meet any paramount necessity. It is expected, because of their speed, large capacity, and general efficiency, that the coal supply at the Isthmus can be maintained by their use at much less cost than heretofore obtained through contracts with independent lines of foreign registry.

The company's lease of Pier 52, North River, expired by limitation on July 1, 1914, and was, by agreement, extended to January 1, 1915 before which date the large cement ships, for whose accommodation the dock was secured, will undoubtedly be withdrawn from our service. It is expected that Pier 67, North River, will after that date be sufficient for the operation of the company's remaining four steamers when operated on a weekly schedule.

GENERAL REMARKS.

By authority of the board of directors the sum of $149,003.33 of various accounts was written off to profit and loss account; the items covered by that total are explained elsewhere in this report.

The company's indebtedness to the United States Government remains unchanged.

At the close of the fiscal year the company had $3,675,449.31 of available funds in hands of designated depositaries and in addition securities purchased at a cost of $1,916,519.75 held in a reserve fund established September 12, 1911. The increase in the reserve investment during the fiscal year ending June 30, 1914, of $326,285 is due to reinvestment in securities of accumulated interest of $76,285 and by a special appropriation of $250,000.

Cristobal docks 8, 9, and 10 (previously 15, 16, and 17) were completed during the present fiscal period and the construction of an additional pier, No. 7, of like character and dimensions was authorized by the board of directors at an estimated cost of $1,100,000, the borings and other subaqueous work for which has progressed. The amount expended on all Cristobal docks for year ending June 30, 1914, totals $696,876.60.

Anticipating the opening of the canal to commerce and the diversion from land to water transportation of all through cargo that would require adequate berthing and handling facilities for vessels in that traffic, work on the docks of the canal and railroad on both sides of the Isthmus that are to be operated by the railroad has been pushed to completion. The docks are of a character as to design, stability, and capacity sufficient to meet the requirements of all canal traffic in the near future and it is planned to build additional docks from time to time as they may be required. A plan for operating the docks with a scale of charges according to character for the various services to be rendered by the railroad company has been prepared, to be amended and made effective later as changed conditions necessitate. (The amended plan was promulgated under the company's circular notice No. 500, effective Nov. 17, 1914, and has thus far met with general approval.)

For the bascule bridge authorized to be constructed by the board of directors at a cost of approximately $425,000, there was substituted a pontoon bridge much less elaborate in design and of lesser cost on account of which there was expended up to June 30, 1914, a sum of $214,764.08. Since that date the bridge has been completed and opened for traffic.

Arrangements were completed for, and construction rapidly progressed upon, a four-duct conduit for the transmission of electrical power by cable across the Isthmus. Two of the ducts are required for the company's use and one of the others has been leased under favorable terms for a term of years to the Central & South American Telegraph Co. to connect its cables on both oceans.

During the year a physical inventory of all the company's property on the Isthmus other than floating equipment was made for use in connection with a readjustment of the company's capital and property accounts to meet changed conditions resulting from the completion of the canal.

Steamship service via the canal will entirely replace the through service furnished for many years by the company's railroad. Traffic between United States coast points on both oceans will thus be borne by the important steamship lines that have heretofore operated indirectly via Tehuantepec, Panama, and the Straits of Magellan. Foreign lines similarly engaged in traffic between Europe and Pacific

coast points north and south of Panama, as well as those operated out of the United States, will, when operated directly through the canal to such points, carry a large share of the business and effect transfers of cargo as between themselves at our terminal piers; thus there will remain for the railroad to handle only through traffic with Panama city, the local traffic of and between intermediate points on the road. The reduction of revenue to the railroad will be offset by a relative increase in Panama Canal earnings.

It has been arranged for the Panama Railroad Steamship Line to continue its participation in traffic from New York to the Isthmus and points beyond on the Pacific Ocean by the operation of its steamers through the canal to Balboa.

The workmen's compensation act, passed by the Legislature of New York State, became effective on July 1 of this year. By its provisions the company was required to take out a policy under the insurance department of the State of New York or to establish to the satisfaction of that department its ability to carry its own insurance secured by a deposit with the commission of an amount in cash or savings bank securities relative to the total pay-roll risk assumed by the company. The company was later so authorized and deposited with the commission $1,092 in cash and $11,000 in bonds that were procured from the committee on securities for the purpose as security for the performance of its obligations under the act.

The indebtedness of the California-Atlantic Steamship Co. to this company of $191,905.67 has, as was expected by last year's report, been reduced through the collection from the American Surety Co. of the full amount of its bond of $40,000.

The suit instituted against the company by the Pacific Mail Steamship Co. to recover $800,000 on account of the loss of the steamship *Newport*, at our terminal at Balboa on August 27, 1912, has not come to trial.

The operation of the Hotel Washington at Colon has been transferred to the subsistence department of the Panama Canal.

Upon application by the Republic of Panama to this company, as required by the terms of article 1 of the contract of concession, this company's consent was given to the construction on the Isthmus of Panama of a railroad eastward in the direction of Panama city from David, in the Province of Chiriqui, and also of one from the coast inland in the Province of Los Santos.

The resignation of General Supt. J. D. Patterson was accepted, effective October 28, 1913, and Lieut. Frederick Mears was appointed to the position on December 1, 1913, which he held until he resigned to serve with the Alaskan Railway Commission, and was succeeded on May 22, 1914, by Mr. Charles H. Motsett, under the title of superintendent.

During the year the company suffered the loss through death on December 5, 1913, of Director Lieut. Col. D. DuB. Gaillard, United States Army. The vacancy in the board occasioned thereby and those resulting from the retirement of Directors W. L. Sibert and E. T. Wilson, were filled by the election at the annual meeting held in New York on April 6, 1914, of H. Rodman, R. E. Wood, and W. H. Rose.

Respectfully submitted.

E. A. DRAKE, *Vice President.*

ANNUAL REPORT—OPERATIONS OF THE COMMISSARY DEPARTMENT—FISCAL YEAR, 1913–14.

THE PANAMA CANAL,
Balboa Heights, Canal Zone, September 30, 1914.

Col. GEO. W. GOETHALS,
President Panama Railroad Co.,
Balboa Heights, Canal Zone.

SIR: I beg to submit the following report covering the commissary operations during the fiscal year ending June 30, 1914:

ORGANIZATION.

During the first three quarters of the fiscal year the commissary continued under the old organization. On April 1, 1914, it was consolidated with the supply department, which department now operates the commissaries and manufacturing plants for the account of the Panama Railroad Co., all expenses coming from and revenues accruing to the funds of the Panama Railroad Co.

PERSONNEL.

Col. Eugene T. Wilson resigned as subsistence officer February 24, 1914.

Mr. John Burke, manager of commissary, was suspended February 10, 1914, and discharged on account of reorganization on March 31, 1914.

Capt. F. O. Whitlock was appointed subsistence officer February 25, 1914.

Capt. F. O. Whitlock was appointed assistant chief quartermaster April 1, 1914.

Mr. B. L. Jacobson was appointed depot commissary May 1, 1914. The undersigned took charge of the consolidated department on April 1, 1914.

Beside the above, Mr. W. F. Shipley resigned as chief clerk February 28, 1914.

Mr. C. M. Bullard was appointed chief clerk March 31, 1914; resigned April 30, 1914.

Mr. Frank Floyd, inspector of commissaries, resigned April 30, 1914.

Mr. D. W. MacCormack was appointed inspector of commissaries April 1, 1914.

Mr. S. M. White, superintendent of manufacturing plants, resigned July 8, 1914.

SALES.

The total sales for the year in the retail commissaries showed a decrease of approximately 10 per cent from those of the previous fiscal year. The sales of the manufacturing plants showed a decrease of approximately 5 per cent from those of the previous fiscal year. The decrease in sales did not correspond to the decrease in force, which was approximately 33½ per cent. The stock showed a decrease of approximately $100,000.

The losses through condemned goods, shrinkage, etc., amounted to $124,000, a decrease of somewhat over $3,000 over the previous fiscal

year. The amount of loss through these causes is considered excessive and every effort is being made to reduce it.

The prices in general have averaged higher, there being a decided increase in the cost of all meat.

The manufacturing plants have not showed the same percentage of decrease in business as have the retail commissaries. There have been no changes in the physical arrangement of the plants or in their management during the year.

I do not consider the financial results of the year's business satisfactory. The reports made up at the end of the fiscal year show a net loss of $37,000 for the year's operations. Adjustments which will be made in this year's reports bring the actual loss to $30,000, but this does not take into account depreciation of plant and equipment. If this should be considered, and rightfully it should be considered, the actual loss for the year's business would amount to approximately $75,000.

The commissary reports, up to the fiscal year 1914, showed a large net profit. In figuring this profit, however, some factors were omitted, to wit, the cost of the retail commissaries constructed from canal funds and the allowances furnished by the canal to commissary employees, which allowances are as much a part of the commissary expense as the actual salaries paid.

The previous management of the commissaries, in view of this large surplus, practically sold goods at a loss during the first three quarters of the fiscal year, and if this policy were to be continued indefinitely the surplus would soon be wiped out and the commissaries would be running permanently at a loss.

I do not consider this good business policy. I believe the commissary should be absolutely self-sustaining and every legitimate expense included, including depreciation of plant and equipment.

Since the consolidation with the supply department, some radical changes have been made in the organization. The positions of manager of commissaries and superintendent of manufacturing plants were eliminated. The position of depot commissary was created.

The wholesale business, embracing the business of the manufacturing plants and the wholesale warehouses at Cristobal, was placed under the control of the depot commissary, upon whom devolves the responsibility for the proper upkeep of stock. The various line commissaries were placed, for purpose of administration and discipline, under the various district quartermasters, with the exception of the terminal commissaries—Cristobal, Camp Bierd, Balboa, and La Boca—which were handled as separate units.

On account of the approaching removal of the general offices to Balboa, a temporary organization was effected by which the assistant chief quartermaster at Cristobal remained in charge of the purchasing and with supervision over the depot commissary, while the inspector of commissaries was transferred to Culebra, and the various line storekeepers report, through the district quartermasters, to the chief quartermaster. Ultimately the supervision of all commissary matters will be transferred to the main offices at Balboa.

Especial attention has been given to the foreign purchases which have heretofore been handled on the Isthmus. The bulk of foreign purchases were handled through agents in Hamburg and London. Efforts have been made to buy direct from the manufacturers and

these efforts have met with unexpected success. By direct purchase $15,000 per annum is saved on one commodity alone.

For some time no definite written guide had existed for the pricing of commodities in the commissaries. Fixed surcharges are now placed on the various classes of commodities and these prices can not be changed, except by direction of the chief quartermaster.

As beef has been selling below cost f. o. b. docks Colon, the price was raised, and the price on other commodities lowered.

Attempt was made to reform the selling methods in vogue in the various line commissaries. Special attempts were made to improve the service, requests for comments and suggestions being sent out to patrons. A number of helpful and practical suggestions were received from patrons. It is believed that a marked improvement has been made in this regard.

A large wholesale warehouse is in course of construction at Cristobal. When this warehouse is completed the plants and wholesale warehouse of the commissary branch will be concentrated, and it is anticipated that better service and decreased costs will result.

A new concrete commissary was completed at Ancon and opened for business on June 15, 1914.

In the past the greatest aid to commissary operations has been in the immense volumes of business transacted, which has enabled us to buy at comparatively low prices and to sell with relatively little expense. Whether the business to be done with ships passing through the canal and with the various departments of the Government, such as the Army and Navy, will make up for the decrease in business from individual employees, is a question. It is believed that we ought to rigidly adhere to the policy of supplying all departments of the Government from the canal organization.

However, in the face of decreased business, we have been able to cut our costs correspondingly.

Respectfully,

R. E. WOOD,
Chief Quartermaster.

PANAMA RAILROAD CO.,
ACCOUNTING DEPARTMENT,
New York, N. Y., October 31, 1914.

Mr. E. A. DRAKE,
Vice President Panama Railroad Co.,
New York, N. Y.

DEAR SIR: I herewith submit exhibits of income account, general balance sheet, and tables showing results of operations for the fiscal year ending June 30, 1914, as follows:

A. Income account and profit and loss account.
B. General balance sheet.
B1. Investment securities owned.
C. Revenue and expenses.
D. Operating expenses of railroad.
E. Operating expenses of steamship line.
F. Expenditures for additions and betterments.
G. Equipment and plant replacement accounts.
H. Classified railroad revenue, tonnage, and passengers, Colon to Panama and Panama to Colon.

I. Railroad freight statistics.
J. Railroad passenger statistics.
K. Railroad general statistics.
L. Railroad freight tonnage handled.
M. Steamship line statistics.
N. Locomotive and car equipment.
O. Floating equipment.
P. Chart showing organization.
Q. Chart showing comparative ton-miles, Isthmian expenses, and pay rolls.
R. Chart showing total revenue received.
S. Chart showing revenue received from freight handled.
T. Chart showing tons of freight handled.
U. Chart showing operating expenses by departments.

In December next the following tables, showing the results of operations for the four months ending October 31, 1914, will be prepared and published as a supplement to this annual report, viz:

V. Income account and profit and loss account.
W. General balance sheet.
X. Revenue and expenses.
Y. Classified railroad revenue, tonnage, and passengers, Colon to Panama and Panama to Colon.
Z. Steamship line statistics.

Yours, respectfully,

V. M. NEWTON, *Auditor.*

EXHIBIT A.

Income account and profit and loss account for the year ending June 30, 1914.

INCOME ACCOUNT.

Railroad:		
Gross revenue from operation	$4,567,405.52	
Operating expenses	2,741,485.70	
Net revenue from operation		$1,825,919.82
Steamship line:		
Gross revenue from operation	2,255,101.40	
Operating expenses	1,940,805.04	
Net revenue from operation		314,296.36
Total net revenue from operation		2,140,216.18
Add income from—		
Interest and exchange	155,712.02	
Rentals	121,421.38	277,133.40
		2,417,349.58
Less—		
Rental of terminals and terminal offices	93,441.14	
United States Government income tax	20,568.48	114,009.62
Net income for 12 months		2,303,339.96

PROFIT AND LOSS ACCOUNT.

By balance to credit of profit and loss, June 30, 1913		15,379,522.42
Surplus from income account for year ending June 30, 1914		2,303,339.96
Adjustments in sundry accounts, etc		599.78
		17,683,462.16
Less—		
Expenditures for improvement and construction written off account abandonment or destruction of property	4,802.50	
Revision of transportation charges on shipments of scrap	15,977.41	
Payments of injury claims not recoverable from Panama Canal	12,208.45	
Freight and value of coal on steamship *Cecil*, wrecked February, 1914	21,977.46	
Accumulated vacation pay and overtime for period prior to June 30, 1913	86,066.58	
Sundry accounts written off	7,970.93	149,003.33
By balance to credit of profit and loss June 30, 1914		17,534,458.83

EXHIBIT B.

General balance sheet June 30, 1914.

ASSETS.

Road, real estate, and equipment			$17,133,169.85
Construction and improvement expenditures for uncompleted work			4,346,751.49
Floating equipment:			
Steamers *Alliança* and *Advance*		$764,271.66	
Tugs and lighters		227,979.27	
Two motor boats		1,698.45	
			993,949.38
Total capital assets			22,473,870.72
Securities owned (see Exhibit B1)			1,916,519.75
Working assets:			
Cash in banks, on hand, and in transit		3,804,105.78	
Materials, coal, and supplies		1,693,545.45	
Due from agents and conductors		205,314.06	
Traffic balances due from connecting companies		514,664.44	
Due from United States Government—			
The Panama Canal	$24,509.39		
Post Office Department	99,187.14		
United States Navy Department	28,675.02		
		152,371.55	
Due from individuals and companies		171,756.86	
Miscellaneous account		112,968.11	
			6,654,726.25
Deferred debit items			632,946.11
			31,678,062.83

LIABILITIES.

Capital stock			$7,000,000.00
Capital liabilities due to United States Government:			
For cash appropriated through Isthmian Canal Commission for new equipment and improvements	$2,786,829.53		
Less cash repaid, to June 30, 1914	1,387,714.92		
		$1,399,114.61	
For cash appropriated under the act of Congress, approved Mar. 4, 1907, "to pay the 4½ per cent first mortgage bonds of the Panama R. R. Co., Oct. 1, 1907	2,148,217.50		
Less cash repaid Treasurer of the United States	300,000.00		
		1,848,217.50	
			3,247,332.11
Total capital liabilities			10,247,332.11
Reserves for depreciation:			
Railroad equipment		779,134.00	
Floating equipment		524,486.69	
Plant equipment		437,158.29	
			1,740,778.98
Result of commissary operations to June 30, 1914			682,835.87
Working liabilities:			
Isthmus drafts not presented		237,144.74	
Audited vouchers and wages unpaid		980,312.99	
Traffic balances due to connecting carriers		123,637.42	
Miscellaneous accounts		16,949.71	
			1,358,044.86
Deferred credit items			114,612.18
Profit and loss—Balance			17,534,458.83
			31,678,0.2.83

EXHIBIT B1.

Investment securities owned June 30, 1914.

	Par value.	Book value.
Great Northern Ry. Co. first and refunding 4¼ per cent bonds, 1961	$100,000.00	$99,875.00
Pittsburgh, Cincinnati, Chicago & St. Louis Ry. consolidated series H 4 per cent bonds, 1960	100,000.00	98,500.00
Chicago, Burlington & Quincy R. R. Co. general mortgage 4 per cent bonds, 1958	100,000.00	96,000.00
Chicago, Burlington & Quincy R. R. Co., Illinois division, 3½ per cent bonds, 1949	100,000.00	87,750.00
Illinois Central R. R. refunding 4 per cent bonds, 1955	100,000.00	96,187.50
Chicago & North Western Ry. Co. consolidated sinking fund 7 per cent bonds, 1915	100,000.00	109,201.00
Delaware & Hudson R. R. first and refunding 4 per cent bonds, 1943	100,000.00	98,625.00
Union Pacific R. R. Co. first and refunding 4 per cent bonds, 2008	100,000.00	97,187.50

Investment securities owned June 30, 1914—Continued.

	Par value.	Book value.
Philadelphia, Baltimore & Washington R. R. Co. first mortgage 4 per cent bonds, 1943	$200,000.00	$202,000.00
New York City, Borough of Brooklyn, 7 per cent registered bonds, 1915	100,000.00	109,892.50
New York City 3 per cent registered bonds, 1917	50,000.00	47,420.00
New York City 3 per cent registered dock bonds, 1919	100,000.00	92,312.50
State of New York, gold tax exempt 4 per cent bonds, 1961	250,000.00	258,512.50
Louisville & Nashville unified 4 per cent bonds, 1940	100,000.00	96,771.25
Chicago, Milwaukee & St. Paul general 4½ per cent bonds, 1989	100,000.00	103,338.75
Central Pacific Railway first refunding mortgage 4 per cent bonds, 1949	100,000.00	94,146.25
Atchison, Topeka & Santa Fe general mortgage 4 per cent bonds, 1995	40,000.00	38,362.50
Norfolk & Western consolidated mortgage 4 per cent bonds, 1996	95,000.00	90,437.50
Total bonds	1,935,000.00	1,916,519.75

Exhibit C.

Statement of revenue and expenses for the years ending June 30, 1914 and 1913.

	1914	1913	Increase.	Decrease.
OPERATING REVENUE.				
Railroad:				
Revenue from transportation—				
Colon to Panama—				
Freight	$1,898,987.07	$1,932,745.93	.....	$33,758.86
Passenger	394,497.32	443,847.23	.....	49,349.91
Excess baggage	15,844.74	14,818.72	$1,026.02	.....
Parlor and chair car	4,447.25	4,609.25	.....	162.00
Mail	223,185.92	192,372.90	30,813.02	.....
Express	12,361.59	11,618.86	742.73	.....
Treasure	13,132.06	7,112.38	6,019.68	.....
Special-service train	5,605.63	6,355.25	.....	749.62
Total	2,568,061.58	2,613,480.52	.....	45,418.94
Panama to Colon—				
Freight	947,115.97	852,766.77	94,349.20	.....
Passenger	369,475.62	382,551.31	.....	13,075.69
Excess baggage	9,965.23	8,399.45	1,565.78	.....
Parlor and chair car	4,658.50	3,851.25	807.25	.....
Mail	27,121.03	30,456.87	.....	3,335.84
Express	15,407.19	21,100.36	.....	5,693.17
Treasure	14,997.73	18,471.61	.....	3,473.88
Special-service train	2,334.19	5,823.25	.....	3,489.06
Total	1,391,075.46	1,323,420.87	67,654.59	.....
Miscellaneous—				
Switching	6,245.50	4,909.00	1,336.50	.....
Total revenue from transportation	3,965,382.54	3,941,810.39	23,572.15	.....
Revenue from operations other than transportation—				
Station and train privileges	2,062.92	2,200.20	.....	137.28
Storage (freight)	7,401.30	5,936.75	1,464.55	.....
Storage (baggage)	374.65	276.35	98.30	.....
Car service	1,280.00	597.50	682.50	.....
Telegraph and telephone service	1,671.75	1,730.87	.....	59.12
Miscellaneous	17,617.72	10,238.23	7,379.49	.....
Total	30,408.34	20,979.90	9,428.44	.....
Harbor terminal revenue—				
Wharfage (Atlantic terminals)	73,543.45	71,934.78	1,608.67	.....
Wharfage (Pacific terminals)	293,298.70	267,417.83	25,880.87	.....
Lighterage	22,651.17	34,534.54	.....	11,883.37
Lighthouse	2,025.50	6,602.00	.....	4,576.50
Cranage	30,779.28	30,030.70	748.58	.....
Water supplied shipping	17,466.27	20,968.78	.....	3,502.51
Miscellaneous	5,467.03	4,901.49	565.54	.....
Total	445,231.40	436,390.12	8,841.28	.....

Statement of revenue and expenses for the years ending June 30, 1914 and 1913—Con.

	1914	1913	Increase.	Decrease.
OPERATING REVENUE—continued.				
Railroad—Continued.				
Other operating revenue—				
Rents of lands, buildings, and other property	$2,017.80	$1,036.80	$981.00	
Miscellaneous revenue (other sources)	124,365.44	198,945.92		$74,580.48
Total	126,383.24	199,982.72		73,599.48
Total railroad revenue	4,567,405.52	4,599,163.13		31,757.61
Steamship line:				
Freight	1,531,519.45	1,401,720.01	129,799.44	
Passenger	421,829.68	447,935.08		26,105.40
Excess baggage	1,889.15	2,178.77		289.62
Mail	268,017.28	265,075.53	2,941.75	
Treasure	12,466.41	10,540.57	1,925.84	
Wines and liquors	8,510.30	11,139.05		2,628.75
Steamer chair service	5,858.00	7,709.00		1,851.00
Miscellaneous	5,011.13	4,859.98	151.15	
Total	2,255,101.40	2,151,157.99	103,943.41	
Gross operating revenue	6,822,506.92	6,750,321.12	72,185.80	
OPERATING EXPENSES.				
Railroad:				
Maintenance of way and structures	414,444.02	391,193.34	23,250.68	
Maintenance of equipment	464,467.04	470,823.63		6,356.59
Traffic expenses	16,926.41	13,852.43	3,073.98	
Transportation expenses	1,396,210.40	1,427,401.23		31,190.83
Lighterage and harbor service	54,360.45	77,086.02		22,725.57
Loading and discharging vessels	44,915.57	49,128.75		4,213.18
General expenses—Isthmus	284,854.49	275,937.38	8,917.11	
General expenses—New York	65,307.32	64,887.67	419.65	
Total railroad expenses	2,741,485.70	2,770,310.45		28,824.75
Steamship line:				
Steamer expenses	1,588,293.59	1,605,897.38		17,603.79
Agency expenses	281,879.16	253,588.56	28,290.60	
General expenses—New York	31,826.30	29,825.77	2,000.53	
General expenses—Isthmus	38,805.99	40,356.36		1,550.37
Total steamship expenses	1,940,805.04	1,929,668.07	11,136.97	
Gross operating expenses	4,682,290.74	4,699,978.52		17,687.78

SUMMARY.

Railroad:				
Revenue—				
Colon to Panama	$2,568,061.58	$2,613,480.52		$45,418.94
Panama to Colon	1,391,075.46	1,323,420.87	$67,654.59	
Miscellaneous	608,268.48	662,261.74		53,993.26
Total railroad revenue	4,567,405.52	4,599,163.13		31,757.61
Total railroad expenses	2,741,485.70	2,770,310.45		28,824.75
Net revenue	1,825,919.82	1,828,852.68		2,932.86
Per cent of expenses to revenue	60.02	60.24		0.22
Steamship line:				
Total revenue	$2,255,101.40	$2,151,157.99	$103,943.41	
Total expenses	1,940,805.04	1,929,668.07	11,136.97	
Net revenue	314,296.36	221,489.92	92,806.44	
Per cent of expenses to revenue	86.06	89.70		3.64
Grand total operating revenue	$6,822,506.92	$6,750,321.12	$72,185.80	
Grand total operating expenses	4,682,290.74	4,699,978.52		$17,687.78
Total net operating revenue	2,140,216.18	2,050,342.60	89,873.58	
Per cent of expenses to revenue	68.63	69.63		1.00

EXHIBIT D.

Statement of operating expenses of railroad for the years ending June 30, 1914 and 1913.

	1914	1913
MAINTENANCE OF WAY AND STRUCTURES.		
Superintendence	$24,574.86	$24,249.69
Ballast	10,561.15	10,134.62
Ties	8,955.33	17,661.58
Rails	6,280.35	5,039.85
Other track material	10,834.39	14,952.28
Roadway and track	142,597.18	174,565.95
Bridges, trestles, and culverts	50,390.76	4,753.04
Over and under grade crossings	235.75	748.64
Grade crossings, fences, cattle guards, and signs	1,495.94	1,617.01
Signals and interlocking plants	74,069.68	12,587.85
Telegraph and telephone lines	8,325.00	7,625.31
Buildings, fixtures, and grounds:		
A. General office buildings	1,518.29	1,289.18
B. Transportation buildings	16,372.06	11,832.26
C. Shops, engine houses, and turntables	1,480.78	2,432.73
D. Other buildings	740.47	593.20
Docks and wharves	45,398.32	83,451.77
Roadway, tools, and supplies	7,633.30	13,535.98
Injuries to persons	1,993.01	1,791.63
Stationery and printing	987.40	2,320.21
Other expenses	.....	10.56
Total	414,444.02	391,193.34
MAINTENANCE OF EQUIPMENT.		
Superintendence	3,317.67	5,781.06
Steam locomotives:		
Repairs	30,343.35	43,254.66
Renewals	4,599.34	4,351.08
Depreciation	23,498.99	22,994.36
Passenger-train cars:		
Repairs	76,416.79	62,014.47
Renewals	.....	309.14
Depreciation	15,222.24	15,223.94
Freight-train cars:		
Repairs	188,224.84	192,956.45
Renewals	.....	5,590.05
Depreciation	66,855.53	66,631.44
Work equipment:		
Repairs	16,020.48	12,968.10
Renewals	9,051.87	630.43
Depreciation	29,951.99	29,076.99
Shop machinery and tools	[1] 785.02	7,977.92
Injuries to persons	1,566.61	518.07
Stationery and printing	182.36	545.47
Total	464,467.04	470,823.63
TRAFFIC EXPENSES.		
Superintendence	8,791.46	7,144.96
Outside agencies	6,677.98	6,150.08
Advertising	759.26	268.09
Stationery and printing	697.71	288.93
Other expenses	.....	.37
Total	16,926.41	13,852.43
TRANSPORTATION EXPENSES.		
Superintendence	17,006.33	18,881.25
Dispatching trains	60,105.62	49,721.28
Station employees:		
A. Colon agency, through traffic	249,191.27	320,314.56
B. Balboa agency, through traffic	188,023.46	218,954.21
C. Local stations, local traffic	126,046.85	113,021.80
Station supplies and expenses	31,012.97	28,490.09
Yardmasters and their clerks	30,769.59	29,886.21
Yard conductors and brakemen	47,312.96	43,337.77
Yard, switch, and signal tenders	10,926.64	5,846.05
Yard supplies and expenses	1,986.09	1,894.29
Yard enginemen	33,095.76	29,071.78
Engine-house expenses, yard	6,447.83	6,188.30
Fuel for yard locomotives	46,460.35	48,739.52
Water for yard locomotives	1,632.16	2,144.34

[1] Credit.

Statement of operating expenses of railroad for the years ending June 30, 1914 and 1913—Continued.

	1914	1913
TRANSPORTATION EXPENSES—continued.		
Lubricants for yard locomotives	$457.09	$104.07
Other supplies for yard locomotives	867.53	1,000.44
Road enginemen	77,759.82	73,696.87
Engine-house expenses, road	10,570.77	9,607.19
Fuel for road locomotives	138,874.60	134,149.92
Water for road locomotives	3,234.67	5,258.40
Lubricants for road locomotives	1,292.38	856.88
Other supplies for road locomotives	3,116.03	2,873.22
Road trainmen	121,746.37	122,491.02
Train supplies and expenses	38,986.59	28,381.28
Interlockers, block and other signals, operation	8,343.00	1,352.69
Crossing flagmen and gatemen	3,517.97	2,561.35
Drawbridge operation	1,632.92	.....
Clearing wrecks	3,263.51	2,552.85
Telegraph and telephone operation	11,324.18	9,723.09
Stationery and printing	18,985.49	16,901.59
Other expenses	6,529.54	299.65
Loss and damage:		
Freight	83,552.78	72,910.11
Baggage	454.85	63.70
Damage to property	2,681.95	208.88
Damage to stock on right of way	10.85	20.00
Injuries to persons	8,989.63	25,896.58
Total	1,396,210.40	1,427,401.23
LIGHTERAGE AND HARBOR SERVICE.		
Superintendence	9,827.60	10,638.38
Tugs:		
Repairs	703.24	2,584.80
Depreciation	8,025.50	5,511.14
Lighters and other equipment:		
Repairs	9,668.82	11,884.90
Depreciation	15,797.76	15,797.76
Cranes, Balboa Wharf	18.46	1,367.48
Charter of boats	419.36	1,936.16
Manning boats	1,647.50	15,814.57
Boat supplies and expenses	1,803.68	5,405.55
Towing	2,621.63	1,950.08
Damage to property	393.97	678.42
Loss and damage	90.95	210.28
Injuries to persons	58.06	250.43
Stationery and printing	103.92	195.85
Other expenses	2,182.83	1,582.59
Lighthouses:		
Repairs and renewals	14.34	137.73
Operation of	982.83	1,139.90
Total	54,360.45	77,086.02
LOADING AND DISCHARGING VESSELS.		
Superintendence	486.89	1,567.85
Cranes:		
Repairs and renewals	7,085.33	21,075.96
Operation	37,197.06	26,042.54
Injuries to persons	87.14	314.66
Other expenses	59.15	127.74
Total	44,915.57	49,128.75
GENERAL EXPENSES—ISTHMUS.		
Salaries and expenses of general officers	8,632.73	10,599.23
Salaries and expenses of clerks and attendants	58,587.88	66,786.84
General office supplies and expenses	2,307.26	1,276.73
Law expenses	3,617.94	2,389.24
Stationery and printing	2,970.26	2,315.39
Other expenses	3,451.20	4,015.91
Extraordinary compensation:		
A. Salaries and wages	135,888.00	89,384.29
B. Quarters and other expenses	69,399.22	99,169.75
Total	284,854.49	275,937.38

Statement of operating expenses of railroad for the years ending June 30, 1914 and 1913—Continued.

	1914	1913
GENERAL EXPENSES—NEW YORK.		
Salaries and expenses of general officers	$18,786.91	$17,602.35
Salaries and expenses of clerks and attendants	30,138.43	32,748.37
General office supplies and expenses:		
A. Repairs and rent	5,640.21	5,717.72
B. Other office expenses	1,856.53	2,103.74
C. Telegrams and cablegrams	354.90	279.61
Law expenses	2,940.52	2,973.90
Stationery and printing	2,832.93	2,775.50
Other expenses	2,756.89	686.48
Total	65,307.32	64,887.67
Grand total	2,741,485.70	2,770,310.45

Exhibit E.

Statement of operating expenses of steamship line for the years ending June 30, 1914 and 1913.

	1914	1913
STEAMER EXPENSES.		
Customhouse and port charges	$9,367.67	$10,534.84
Docking	3,064.98	7,412.48
Equipment, deck department	27,118.29	26,163.63
Equipment and spare machinery, engine department	3,423.50	4,327.31
Equipment, commissary department	18,045.98	17,258.99
Fuel	251,175.35	247,378.58
Feeding passengers and crew	201,671.33	194,520.40
Incidentals	21,290.51	19,345.83
Injuries to persons	7,645.56	2,144.85
Labor on cargo	338,868.37	333,375.29
Labor on coal	36,026.55	39,379.31
Labor on ashes	1,161.50	1,395.94
Loss and damage	43,054.15	32,617.05
Oil and waste	7,023.47	7,258.77
Painting ships' bottoms	2,715.14	3,886.65
Pilotage and towage	24,870.35	25,798.64
Quarantine	1,292.73	2,722.85
Repairs, deck department	49,093.79	55,660.04
Depreciation and extraordinary repairs, deck department	30,508.56	30,508.56
Repairs, engine department	68,066.88	95,170.40
Depreciation and extraordinary repairs, engine department	15,254.28	15,254.28
Repairs, commissary department	20,246.13	22,337.78
Stores, deck department	27,333.15	22,496.62
Stores, engine department	18,802.76	18,139.63
Stores, commissary department	7,813.18	8,324.28
Stores, surgeon's department	565.57	762.24
Stationery and printing	3,161.34	3,361.36
Telegrams and cables	7,526.29	7,498.94
Wages	325,306.10	333,979.22
Water	4,700.09	4,015.08
Washing	12,100.04	12,867.54
Total	1,588,293.59	1,605,897.38
AGENCY EXPENSES.		
Advertising, newspapers	4,000.50	2,068.75
Buildings, docks, and wharves, repairs and rent of	6,207.01	2,993.38
Buildings, docks, and wharves, other expenses	34,503.55	31,556.68
Commissions, passenger and freight	13,275.70	11,327.02
Insurance	1,652.51	1,652.50
Injuries to persons	35.25	37.32
Incidentals	5,287.68	4,217.45
Labor, general	109,207.20	95,269.98
Legal services and expenses	980.09	270.07
Loss and damage	53.96	720.88
Salaries of agents and clerks	90,346.94	88,572.87
Stationery and printing	11,324.81	8,607.51
Telegrams and cables	1,080.40	1,153.83
Taxes		1,000.00
Outside agencies	3,923.56	4,140.32
Total	281,879.16	253,588.56

Statement of operating expenses of steamship line for the years ending June 30, 1914 and 1913—Continued.

	1914	1913
GENERAL EXPENSES—NEW YORK.		
Salaries and expenses of general officers	$9,137.36	$8,088.39
Salaries and expenses of clerks and attendants	14,712.49	15,102.93
General office supplies and expenses:		
A. Repairs and rent	2,751.17	2,630.78
B. Other office expenses	901.62	947.40
C. Telegrams and cablegrams	173.53	129.35
Law expenses	1,432.23	1,356.71
Stationery and printing	1,379.80	1,233.71
Other expenses	1,338.10	336.50
Total	31,826.30	29,825.77
GENERAL EXPENSES—ISTHMUS.		
Salaries and expenses of general officers	4,211.23	4,919.10
Salaries and expenses of clerks and attendants	28,556.97	30,779.79
General office supplies and expenses	1,122.75	582.81
Law expenses	1,763.89	1,095.10
Stationery and printing	1,454.03	1,081.39
Other expenses	1,697.12	1,898.17
Total	38,805.99	40,356.36
Grand total	1,940,805.04	1,929,668.07

EXHIBIT F.

Statement of expenditures for additions and betterments for the year ending June 30, 1914.

Building and other structures:		
New docks at Cristobal Point	$696,876.60	
Masonic Temple and office building, Cristobal	68,561.00	
New depot, Panama	62,656.54	
Commissary building, Ancon	35,730.01	
New hotel, Colon Beach	16,603.07	
Walk, Gamboa Bridge	15,418.05	
Permanent docks, Gatun	11,795.75	
Filling lots, Colon, E Street, Thirteenth to Sixteenth	5,663.65	
New sidewalk and alighting platform and raising station, Pedro Miguel	3,846.37	
Section house, Frijoles	3,548.87	
Coal trestle and pier, Cristobal	3,347.68	
New platform, Panama freight station	2,810.93	
Commissary building, La Boca	2,809.77	
Moving house, Gamboa, and reerecting	2,808.08	
Filling lots 1 and 2, Cristobal	2,645.02	
Office building, Cristobal docks	2,594.16	
Sewer, Colon beach	2,360.31	
Underground cable to new docks, Cristobal	1,166.42	
Playground, Colon	945.74	
Platform and shelter, Darien	817.45	
Brown Hoist coal plant	776.81	
Filling lots, Second to Thirteenth Streets, between Hudson Lane and G Street, Colon	685.17	
Concrete floor, Panama freight station	648.30	
New office, Panama freight station	575.15	
Shed and alighting platform, Panama yard	529.50	
Cinder platform, New Culebra	467.83	
Passenger shed, Paraiso	433.92	
Shed and alighting platform, Ancon Corral	417.82	
News stand, Balboa	319.98	
Cinder platform, New Frijoles	303.76	
Improvements, Colon passenger station	250.70	
New commissary warehouse, Cristobal	204.80	
Station platform, Gamboa	170.51	
Extension platform, Gatun	145.35	
Platform and shed, Miraflores Tunnel	119.02	
Section house, Gamboa	38.49	
Concrete curb and gutter, Colon Beach Road	21.25	
Addition to building, C. S. A. de V., Balboa	19.42	
Telephone storehouse and shop, Pedro Miguel	14.72	
Yard office, Balboa	7.99	
		$949,155.96

Floating equipment:			
Launch *Naos*		$5,283.60	
Garbage scow		3,291.60	
Converting lighter *No. 4* into coal barge		1,251.47	
Steamship *Allianca*, emergency storage batteries for wireless		853.99	
Steamship *Advance*, emergency storage batteries for wireless		704.05	
			$11,384.
New sidings and yards:			
Permanent railroad connection between Cristobal yard and new coaling station		94,279.34	
New freight yard, Balboa		71,174.35	
Double track main line, Balboa "Y"		45,278.70	
Changing line between Panama and Balboa "Y"		29,822.48	
Four coach tracks, Panama		3,494.80	
Double tracking main line, Pedro Miguel to Miraflores Tunnel		3,033.12	
Sight-seeing track and platform, Contractors Hill		1,484.59	
Sidetrack, Gatun dock		1,481.34	
Spur track to Caimito radio station		1,327.83	
Spur track, Pedro Miguel commissary		1,169.79	
Siding, tower "R"		938.15	
Additional track, Panama freight station		916.77	
New house track, Pedro Miguel		873.08	
Spur track, Ancon commissary		820.92	
Spur track, milepost 24		659.67	
Car cleaning track, Dock 13		652.17	
Spur track, Colon Electric & Ice Supply Co		395.51	
Sidetrack, Panama, for motor cars		321.94	
Extension passing track, New Gatun		315.85	
Construction log siding, Gamboa		193.98	
Material track, Panama yard		105.95	
"Y" at New Culebra		64.38	
			258,804.
New machinery and appliances:			
Installation of interlocking plant, Cristobal		7,641.55	
Gauntlet and automatic signal, Miraflores Tunnel		3,160.20	
Air main, Balboa-Panama		2,550.70	
Interlocking plant, Panama		1,501.56	
Interlocking plant, Balboa Y		1,364.64	
Installation of automatic block signals		765.30	
			16,983.
			1,236,329.
Less:			
Credits for property sold		26,512.03	
Adjustments in property accounts—			
Original construction	$1,476.56		
Buildings and other structures	37,025.85		
New sidings and yards	1,805.15		
New machinery and appliances	795.18		
		41,102.74	
			67,614.
			1,168,714.

EXHIBIT G.

Equipment and plant replacement accounts, June 30, 1914.

	Book value.	Rate.	Period.	Amount.	Total.	Grand total.
		P. ct.	*Months.*			
Locomotive and car equipment:					$156,480.78	
Locomotives					73,538.96	
Passenger and baggage cars					362,964.76	
Box cars					16,088.42	
Coal cars					3,182.98	
Flat cars					3,366.34	
Express cars					6,107.31	
Caboose cars					11,175.80	
Refrigerator cars					8,409.59	
Stock cars					562.27	
Tank cars					766.80	
Specie cars					136,489.99	
Work equipment						$779,134
Floating equipment:						
Steamship Allianca	$518,865.87	6	77		199,763.40	
Steamship Advance	221,186.30	6	17	$18,800.82		
Do	222,928.22	6	1	1,114.64		
Do	240,221.97	6	13	15,614.42		
Do	243,847.75	6	71	86,566.03		
					122,095.91	

Equipment and plant replacement accounts, June 30, 1914—Continued.

	Book value.	Rate.	Period.	Amount.	Total.	Grand total.
Floating equipment—Continued.						
Tug Bolivar	$70,001.78	(1)	(1)	$10,755.12		
Do	70,001.78	10	99	57,751.50		
					$68,506.62	
Lighters at Panama	139,714.85	10	102	.....	118,756.95	
Lighters at Panama (new)	18,262.64	10	48	.....	7,305.09	
Floating pile driver	7,815.53	12½	60	.....	5,007.29	
Pilot launch	4,419.21	10	45	.....	1,657.28	
						$523,092.54
Plants:						
Commissary	684,348.23	(2)	(2)	270,096.20		
Do	684,348.23	.....	24	59,460.55		
					329,556.75	
Coal unloader	97,927.76	.....	60	.....	97,927.76	
Hotel equipment (new)	[3] 73,279.40	.....	13	8,237.03		
Hotel equipment (old)	[3] 1,030.31	.....	6	86.75		
					8,323.78	
Cristobal roundhouse	63,500.00	.....	3	.....	1,350.00	
						437,158.29
Miscellaneous, steamer chairs	1,867.34	.....	24	.....	.....	1,394.15
						1,740,778.98

[1] Prior to Jan. 1, 1906. [2] To July 1, 1912. [3] As of May 31, 1914.

Exhibit H.

Statement of classified railroad revenue, tonnage and passengers, Colon to Panama, for the years ending June 30, 1914 and 1913.

FREIGHT.

	Tonnage.			
	1914	1913	Increase.	Decrease.
THROUGH.				
From New York and other Atlantic ports	208,269	218,953	.....	10,684
From Gulf ports	35,393	30,346	5,047	.....
From Europe	125,980	125,642	338	.....
Total	369,642	374,941	.....	5,299
LOCAL.				
Commercial	145,825	153,418	.....	7,593
The Panama Canal	482,201	802,224	.....	320,023
Company freight	48,695	28,714	19,981	.....
Total	676,721	984,356	.....	307,635
Total freight	1,046,363	1,359,297	.....	312,934

	Revenue.				Rate per ton.	
	1914	1913	Increase.	Decrease.	1914	1913
THROUGH.						
From New York and other Atlantic ports	$613,772.58	$620,122.11	.....	$6,349.53	$2.95	$2.83
From Gulf ports	127,346.14	111,133.89	$16,212.25	.....	3.60	3.66
From Europe	500,227.83	494,720.44	5,507.39	.....	3.97	3.94
Total	1,241,346.55	1,225,976.44	15,370.11	.....	3.36	3.27
LOCAL.						
Commercial	348,069.71	364,475.87	.....	16,406.16	2.39	2.38
The Panama Canal	309,570.81	342,293.62	.....	32,722.81	.64	.43
Total	657,640.52	706,769.49	.....	49,128.97	.97	.72
Total freight	1,898,987.07	1,932,745.93	.....	33,758.86	1.81	1.42

Statement of classified railroad revenue, tonnage and passengers, Colon to Panama, for the years ending June 30, 1914 and 1913—Continued.

MAILS.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
From New York	2,240,200	2,002,710	237,490	.....	$170,710.56	$149,455.30	$21,255.26	.....
From New Orleans	147,350	50,310	97,040	.....	7,704.35	2,437.51	5,266.84	.....
From Europe	209,137	234,697	.....	25,560	10,995.95	16,036.38	.....	$5,040.43
Local	666,085	409,528	256,557	.....	33,775.06	24,443.71	9,331.35	.....
Total	3,262,772	2,697,245	565,527	.....	223,185.92	192,372.90	30,813.02	.....

TREASURE.

	Value.				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
From New York	$2,502,352	$1,365,753	$1,136,599	.....	$5,283.12	$2,916.10	$2,367.02	.....
From Europe	2,686,350	997,830	1,688,520	.....	7,848.94	4,196.28	3,652.66	.....
Total	5,188,702	2,363,583	2,825,119	.....	13,132.06	7,112.38	6,019.68	.....

EXPRESS.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
LOCAL.								
Commercial	1,135,377	1,207,429	.....	72,052	$10,440.55	$10,559.30	.....	$118.75
The Panama Canal	780,995	631,889	149,106	.....	1,921.04	1,059.56	$861.48	.....
Total	1,916,372	1,839,318	77,054	.....	12,361.59	11,618.86	742.73	.....

BAGGAGE.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
From New York	187,883	211,720	.....	23,837	$3,687.95	$3,895.95	.....	$208.00
From Europe	176,832	186,955	.....	10,123	3,363.92	3,724.94	.....	361.02
From New Orleans	7,325	1,552	5,773	.....	146.50	31.04	$115.46	.....
Local	441,544	336,351	105,193	.....	8,646.37	7,166.79	1,479.58	.....
Total	813,584	736,578	77,006	.....	15,844.74	14,818.72	1,026.02	.....

Statement of classified railroad revenue, tonnage and passengers, Colon to Panama, for the years ending June 30, 1914 and 1913—Continued.

PASSENGERS.

	Number.				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
From New York:								
First class	4,275	10,334	.....	6,059	$9,895.08	$21,266.79	.....	$11,371.71
Second class	346	126	220	.....	492.06	253.55	$238.51	.....
From New Orleans: First class	122	135	.....	13	351.00	393.00	.....	42.00
From Europe:								
First class	1,021	1,099	.....	78	2,824.44	3,110.08	.....	285.64
Second class	462	561	.....	99	860.99	1,091.59	.....	230.60
Local:								
First class	452,607	429,325	23,282	.....	178,768.42	205,238.09	.....	26,469.67
Second class	1,100,438	1,058,060	42,378	.....	201,305.33	212,494.13	.....	11,188.80
Total	1,559,271	1,499,640	59,631	.....	394,497.32	443,847.23	.....	49,349.91

Statement of classified railroad revenue, tonnage, and passengers, Panama to Colon, for the years ending June 30, 1914 and 1913.

FREIGHT.

	Tonnage.			
	1914	1913	Increase.	Decrease.
THROUGH.				
From New York and other Atlantic ports	196,588	162,111	34,477	.....
From Gulf ports	233	184	49	.....
From Europe	76,202	56,156	20,046	.....
From Colon	514	648	.....	134
Total	273,537	219,099	54,438	134
LOCAL.				
Commercial:				
Balboa, Panama	19,403	14,418	4,985	.....
Panama, Colon	22,435	38,638	.....	16,203
The Panama Canal	231,208	346,477	.....	115,269
Company freight	40,782	48,923	.....	8,141
Total	313,828	448,456	.....	134,628
Total freight	587,365	667,555	.....	80,190

	Revenue.				Rate per ton.	
	1914	1913	Increase.	Decrease.	1914	1913
THROUGH.						
From New York and other Atlantic ports	$429,462.54	$381,623.31	$47,839.23	.....	$2.18	$2.35
From Gulf ports	920.48	919.08	1.40	.....	3.96	4.99
From Europe	294,924.61	207,376.82	87,547.79	.....	3.87	3.69
From Colon	1,905.84	2,412.63	.....	$506.79	3.71	3.72
Total	727,213.47	592,331.84	134,881.63	.....	2.66	2.70
LOCAL.						
Commercial:						
Balboa, Panama	9,489.49	7,048.96	2,440.53	.....	.49	.49
Panama, Colon	63,442.76	105,448.98	.....	42,006.22	2.83	2.73
The Panama Canal	146,970.25	147,936.99	.....	966.74	.64	.43
Company freight	.....	.....	.....	.....	.....	.....
Total	219,902.50	260,434.93	.....	40,532.43	.70	.58
Total freight	947,115.97	852,766.77	94,349.20	.....	1.61	1.28

Statement of classified railroad revenue, tonnage, and passengers, Panama to Colon, for the years ending June 30, 1914 and 1913—Continued.

MAILS.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
To New York	73,994	109,428	.....	35,434	$3,785.45	$6,575.57	.....	$2,790.12
To Europe	938	944	.....	6	1,390.70	1,388.75	$1.95	.....
Local	462,550	445,025	17,525	.....	21,944.88	22,492.55	.....	547.67
Total	537,482	555,397	.....	17,915	27,121.03	30,456.87	.....	3,335.84

TREASURE.

	Value.				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
To New York	$2,145,279	$1,966,091	$179,188	.....	$7,176.64	$6,306.77	$869.87	.....
To Europe	1,894,679	3,901,734	.....	$2,007,055	7,821.09	12,164.84	.....	$4,343.75
Total	4,039,958	5,867,825	.....	1,827,867	14,997.73	18,471.61	.....	3,473.88

EXPRESS.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
LOCAL.								
Commercial	2,191,649	4,187,197	.....	1,995,548	$13,869.29	$20,390.53	.....	$6,521.24
The Panama Canal	627,647	416,109	211,538	.....	1,537.90	709.83	$828.07	.....
Total	2,819,296	4,603,306	.....	1,784,010	15,407.19	21,100.36	.....	5,693.17

BAGGAGE

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
To New York	169,623	95,699	73,924	.....	$2,456.34	$1,454.98	$1,001.36	.....
Local	356,417	290,507	65,910	.....	7,508.89	6,944.47	564.42	.....
Total	526,040	386,206	139,834	.....	9,965.23	8,399.45	1,565.78	.....

tatement of classified railroad revenue, tonnage, and passengers, Panama to Colon, for the years ending June 30, 1914 and 1913—Continued.

PASSENGERS.

	Number.				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
New York:								
First class	3,025	9,515	.....	6,490	$8,122.72	$19,813.37	.....	$11,690.65
Second class	130	208	.....	78	252.00	675.24	.....	423.24
New Orleans:								
First class	165	203	.....	38	479.25	585.75	.....	106.50
Second class	2	1	1	.....	4.00	2.00	$2.00	.....
Europe:								
First class	1,071	936	85	.....	2,871.42	2,683.91	187.51	.....
Second class	159	226	.....	67	276.00	419.75	.....	143.75
al:								
First class	431,125	425,992	5,133	.....	149,774.30	174,283.31	.....	24,509.01
Second class	1,130,026	979,886	150,140	.....	207,695.93	184,087.98	23,607.95	.....
Total	1,565,703	1,417,017	148,686	.....	369,475.62	382,551.31	.....	13,075.69

Exhibit I.

Statement of railroad freight statistics for the years ending June 30, 1914 and 1913.

	1914	1913
ss revenue	$2,881,526.72	$2,808,842.32
ght-train mileage (including all mixed train mileage)	230,766	235,228
ght trains per day per mile of road	10.25	10.40
led freight-car mileage	3,532,451	3,515,548
oty freight-car mileage	1,467,801	1,939,020
oose car mileage	231,092	212,850
l freight-car mileage (including caboose)	5,231,344	5,667,418
entage of loaded car mileage to total freight-car mileage (including oose)	67.52	62.03
led freight cars per train	15.31	14.95
oty freight cars per train	6.36	8.24
led and empty freight cars per train	21.67	23.19
ugh commercial freight.....tons	643,178	594,040
l commercial freight.....do	168,260	192,056
l commercial freight, Balboa and Panama.....do	19,404	14,418
l Panama Canal freight.....do	713,409	1,148,701
pany freight.....do	89,478	77,637
nue and company freight carried.....do	1,633,729	2,026,852
ugh commercial freight carried 1 mile.....do	30,968,341	28,620,847
l commercial freight carried 1 mile.....do	7,444,080	8,243,523
ma Canal freight carried 1 mile.....do	27,801,469	43,777,053
pany freight carried 1 mile.....do	3,655,634	2,443,732
nue and company freight carried 1 mile.....do	69,869,524	83,085,155
ch loaded car (including company freight).....do	19.78	23.63
ch loaded and empty car (including company freight).....do	13.97	15.23
ch train.....do	302.77	353.21
nue per freight car per mile.....cents	55.08	49.56
ge miles each ton of revenue freight was carried	42.88	41.37
nue per freight-train mile	$12.49	$11.94
nue per ton of revenue freight	$1.87	$1.44
nue per ton per mile.....cents	4.35	3.48
nue freight carried 1 mile per mile of road.....tons	1,074,203	1,301,088
ht revenue per mile of road	$46,747.67	$45,318.53
ated loaded cars in each train (estimating two empties or cabooses ne loaded car)	18.99	19.52
nue freight-engine mileage	276,583	304,460
ated loaded cars hauled per revenue freight engine	15.84	15.08
d per revenue freight engine.....tons	252.62	272.89

EXHIBIT J.

Statement of passenger railroad statistics for the years ending June 30, 1914 and 1913.

	1914	1913
Gross revenue (including mail, baggage, treasure, and express)	$1,116,281.96	$1,154,984.77
Passenger-train mileage (including all mixed train mileage)	256,067	184,964
Passenger trains per day per mile of road	11.38	8.18
Coach mileage	1,437,429	1,311,008
Baggage, express, and mail car mileage	266,499	221,894
Total passenger-car mileage	1,703,928	1,532,902
Passengers carried	3,124,974	2,916,657
Passengers carried 1 mile	36,140,440	34,845,129
Average distance each passenger carried	11.56	11.95
Passengers in each train	141.13	188.39
Passengers in each passenger car (excluding baggage, mail, and express)	25.14	26.58
Revenue per passenger train-mile	$4.36	$6.24
Revenue per passenger car mile (including mail and express)....cents..	65.51	75.35
Cars in each passenger train (including baggage, mail, and express).....	6.65	8.29
Revenue per passenger.....cents..	24.45	28.33
Revenue per passenger per mile.....do....	2.11	2.37
Passengers 1 mile per mile of road	586,315	562,199
Revenue per mile of road	$18,109.70	$18,634.79

EXHIBIT K.

Statement of railroad general statistics for the years ending June 30, 1914 and 1913.

	1914	1913
Average miles operated	61.64	61.98
Total freight and passenger revenue	$3,997,808.68	$3,963,827.09
Total freight and passenger expenses	$2,642,209.68	$2,644,095.68
Net freight and passenger revenue	$1,355,599.00	$1,319,731.41
Percentage of freight and passenger expenses to revenue	66.09	66.71
Total revenue train mileage	486,833	420,192
Gross revenue per revenue train-mile	$8.21	$9.43
Operating expenses per revenue train-mile	$5.43	$6.29
Net revenue per revenue train-mile	$2.78	$3.14
Total gross gross revenue	$4,567,405.52	$4,599,163.13
Total gross expenses	$2,741,485.70	$2,770,310.45
Net revenue all sources	$1,825,919.82	$1,828,852.68
Percentage of gross expenses to gross revenue	60.02	60.24
Revenue per mile of road	$74,098.08	$74,203.99
Expenses per mile of road	$44,475.76	$44,696.84
Net revenue per mile of road	$29,622.32	$29,507.15

EXHIBIT L.

Statement of railroad freight tonnage handled, years ending June 30, 1914 and 1913.

FROM ALL POINTS TO ALL POINTS.

	1914	1913	Increase.	Decrease.
COLON TO PANAMA.				
			Per cent.	*Per cent.*
From New York, Atlantic coast and Gulf ports to San Francisco	97,929	109,388	.....	10.47
From New York and Gulf ports to Panama, South Pacific, Central America, and Mexico	145,733	139,911	4.16	.....
From Europe to Panama, South Pacific, Central America, Mexico, and San Francisco	125,980	125,642	.27	.....
From Colon to Panama (local):				
Commercial freight	145,825	153,418	.....	4.95
The Panama Canal	482,201	802,224	.....	39.89
Company freight	48,696	28,714	69.58	.....
Total	1,046,364	1,359,297	.....	23.02
PANAMA TO COLON.				
From San Francisco to New York, Boston, and Gulf ports	111,283	80,922	37.51	.....
From South Pacific, Central America, Mexico, and Panama to New York and Gulf ports	85,538	81,373	5.11	.....
From South Pacific, Central America, Mexico, San Francisco, and Panama to Europe	76,202	56,156	35.69	.....
From Central America, San Francisco and South Pacific to Colon	514	648	.....	20.67
From Panama to Colon (local):				
Commercial freight	41,838	53,056	.....	21.14
The Panama Canal	231,208	346,477	.....	33.27
Company freight	40,782	48,923	.....	16.64
Total	587,365	667,555	.....	12.01
Total westbound and eastbound	1,633,729	2,026,852	.....	19.39

COUNTRIES OF ORIGIN AND DESTINATION.

COLON TO PANAMA.				
For Panama	757,603	1,049,998	.....	27.84
For Central America	49,856	52,183	.....	4.45
For South Pacific	135,145	143,199	.....	5.62
For San Francisco	103,079	113,179	.....	8.93
For Mexico	681	738	.....	.77
Total	1,046,364	1,359,297	.....	23.03
PANAMA TO COLON.				
From Panama	320,917	455,400	.....	29.53
From Central America	44,239	25,017	76.83	.....
From South Pacific	106,493	102,152	4.25	.....
From San Francisco	115,621	84,868	36.23	.....
From Mexico	95	118	.....	19.49
Total	587,365	667,555	.....	12.01
Total westbound and eastbound	1,633,729	2,026,852	.....	19.39

EXHIBIT M.

Statement of steamship line statistics for the years ending June 30, 1914 and 1913.

FREIGHT TONNAGE.

	1914		1913		Increase.		Decrease.	
	Ships.	Tonnage carried.	Ships.	Tonnage carried.	Ships.	Tonnage carried.	Ships.	Tonnage carried.
Panama Railroad ships:								
Arrived	28	35,652	29	41,389	.....	.....	1	5,73
Sailed	28	49,391	28	53,304	.....	.....	.....	3,91
Chartered passenger ships:								
Arrived	50	142,611	51	143,927	.....	.....	1	1,31
Sailed	49	280,869	52	317,317	.....	.....	3	36,44
Total	155	508,523	160	555,937	.....	.....	5	47,41
Total freight revenue	$1,531,519.45		$1,401,720.01		$129,799.44		.....	
Average rate per ton	3.01		2.52		.49		.....	

PASSENGERS CARRIED.

	1914		1913		Increase.		Decrease.	
	Ships.	Passengers.	Ships.	Passengers.	Ships.	Passengers.	Ships.	Passengers.
Panama Railroad ships:								
Arrived	28	1,783	29	2,199	.....	.....	1	41
Sailed	28	2,018	28	2,230	.....	.....	.....	21
Chartered passenger ships:								
Arrived	50	5,377	51	5,492	.....	.....	1	11
Sailed	49	4,994	52	5,741	.....	.....	3	74
Total	155	14,172	160	15,662	.....	.....	5	1,49
Total passenger revenue (including excess baggage)	$423,718.83		$450,113.85		.....		$26,395.02	
Average rate per passenger	29.90		28.74		$1.16		.....	

EXHIBIT N.

Statement of locomotives and car equipment for fiscal year ending June 30, 1914.

	Locomotives.		Passenger cars.								Freight cars.		
	Road engines.	Switch engines.	Special.	Parlor and chair.	First class.	Second class.	Baggage.	Baggage and mail.	Hospital.	Sight seeing.	Box.	Coal.	Flat.
Stock on hand June 30, 1913	43	18	3	2	21	21	2	6	2	2	981	39	1
Destroyed during year	5	14	....	....	....	....	....	....	....	....	114	7	1
Received during year	....	....	....	....	....	....	....	....	....	2	.....	.....	.....
Changed from another class	....	....	....	....	....	....	....	....	....	....	.....	50	
Changed to another class	....	....	1	....	....	....	....	....	....	....	.....	4	.....
Placed in storage for sale	24	....	....	....	....	....	....	....	....	....	.....	.....	.....
Stock on hand June 30, 1914	14	4	2	2	21	21	2	6	2	4	867	78	1

tatement of locomotives and car equipment for fiscal year ending June 30, 1914—Cont'd.

	Miscellaneous.																	
	Local express.	Caboose.	Specie.	Water tank.	Stock.	Construction.	Rodger ballast.	Outfit.	Steam pile drivers.	Cranes (25-ton).	Cranes (10-ton).	Refrigerator cars.	Fast freight.	Pay car.	Motor car.	Steam ditcher.	Steam shovel.	Steam wreckers.
ock on hand June 30, 1913.....	2	15	2	3	20	12	200	78	2	1	1	22	19	...	1	1	1	2
estroyed during year.....	...	...	...	...	...	2	...	6	...	...	...	...	...	...	...	...	...	...
anged from another class.....	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
anged to another class.....	...	...	...	...	...	...	50	...	...	...	...	...	...	...	...	...	...	...
ld during year.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
ock on hand June 30, 1914.....	2	15	2	3	20	10	150	72	2	1	1	22	19	1	1	1	1	1

Exhibit O.

Statement of floating equipment.

	Gross tonnage.	Length.	Breadth.	Depth.	Hull.	Passenger accommodation.	
						Cabin.	Steerage.
		Ft. in.	*Ft. in.*	*Ft. in.*			
eamship Allianca.....	3,905	336 0	42 0	23 9	Iron.....	146	20
eamship Advance.....	2,605	295 0	38 4	23 4	...do.....	68	24
eamship Panama (chartered).....	5,667	360 0	50 0	32 2	Steel....	183	13
eamship Colon (chartered).....	5,667	360 0	50 0	32 2	...do.....	173	14
eamship Ancon (chartered).....	9,606	489 5	58 0	28 9	...do.....	78	52
eamship Cristobal (chartered)....	9,606	489 5	58 0	28 9	...do.....	78	52
g Bolivar, at Balboa [1].....	234	127 1	23 2	9 6	Iron.....	.....	.....
ot boat Dixie (40 horsepower gasoline), at Colon [2].....	4½	35 0	7 6	4 6	Wood...	.....	.....
ot boat Farfan (12 horsepower asoline), at Balboa [3].....	2	27 0	7 0	2 0	...do.....	.....	.....
eight lighters, at Balboa.....	250	116 0	24 0	7 0	Iron.....	.....	.....
eight lighters, at Balboa.....	300	120 0	24 0	8 0	...do.....	.....	.....
eight lighters, at Balboa.....	300	116 0	24 0	8 0	Steel....	.....	.....
oal lighters, at Balboa.....	300	120 0	24 0	8 0	Iron.....	.....	.....
oal lighter, at Balboa.....	250	117 0	24 0	7 0	...do.....	.....	.....
oal lighter, at Balboa [4].....	250	116 0	24 0	7 0	...do.....	.....	.....
oal lighter, at Colon.....	250	80 0	30 0	10 0	Steel....	.....	.....
oating pile driver, at Colon.....	.....	71 0	30 0	6 7	...do.....	.....	.....
otor boats (converted lifeboats) [5].	4	26 3	7 10	3 6	Wood...	.....	.....
owing boat, Naos (45 to 60 horsepower gasoline), at Balboa.....	11.15	40 5	11 2½	4 1½	...do.....	.....	.....
arbage scow, at Balboa [6].....	40	60 0	15 0	5 0	...do.....	.....	.....

[1] Transferred to dredging division, Panama Canal, June 1, 1913.
[2] Transferred to division of canal transportation June 22, 1914.
[3] Transferred to division of fire and police, Gatun Lake, Apr. 1, 1913.
[4] No. 4 freight lighter converted into coal lighter.
[5] 1 motor boat transferred to superintendent of erection, Panama Canal, Mar. 25, 1914.
[6] Constructed by Panama R. R. forces, for handling garbage from ships at Balboa.

EXHIBIT P

PANAMA RAILROAD CO
BOARD OF DIRECTORS.

G.W.GOETHALS, F.C.BOGGS, C.A.DEVOL, E.A.DRAKE, O.H.ERNST, M.T.ENDICOTT, H.F.HODGES, F.McINTYRE, H.H.ROUSSEAU, R.R.ROGERS, W.H.ROSE, H.RODMAN, R.E.WOOD.

PRESIDENT
COL. GEO. W. GOETHALS, U.S.A.
CULEBRA, C. Z.

VICE PRESIDENT.
E. A. DRAKE.
8 Org-Men

SECOND VICE PRES.,
LIEUT. COL. H. F. HODGES
U. S. A.

SUPERINTENDENT.
C. H. MOTSETT.
4514-Men
Chief Clerk ..... R. Beverley
Asst. Chief Clerk ..... C.W. Lee
Office Force ... 24-Men

H. H. Rousseau
Engr. of Terminal Constr.

Dock Construction

Terminal Supt. — H. F. Bowden — 232-Men
Treasurer — S. Deming — 2-Men
Asst. to Vice Pres. & Gen. Traffic Mgr. — T. H. [illegible]
Passenger Agt. — C. C. Van Ripar — 3-Men
Auditor — V. M. Nanton — 22-Men
Gen. Purchasing Off. — F. C. Boggs — Comsy. Pur. Officer & Exchange Agt.
Supt. Engr. — Roland Allen — 231-Men
Gen. Counsel — [illegible] Rogers.
Freight Agent — A. E. Peterson — 39-Men
Claim Agent — J. M. Miller — 10-Men

Local Treasurer — R. H. Wardlaw — 5-Men.
- Chief Clerk — E. M. Fennell — 4-Men
- Paymaster — G. E. Mohn — 1-Asst Paymaster
- Panama Office Cashier — D. A. Alfaro — 1-Man.

Supt. Tel. & Signals — W. H. Fenley — 675-Men. Office Force 9-Men
- Supt. Const. & Maint. — C. L. Bleakley — 126-Men.
  - General Foreman — F. J. Denny — 46-Men.
  - 4-Men
  - 2-Cable Splicers, 2-Wiremen.
  - Sw. Board Supvr. — A. G. Green — 1-Man
  - Supvr. Central Div. — G. A. Hicks — 28-Men.
  - Shop Foreman — A. B. Hunter — 2-Men
  - Inspector — L. A. Schandler — 9-Men.
  - Inspector — J. T. Thibault — 15-Men.
  - Supvr. Pac. Div. — O. E. Cranberry — 14-Men
- Supvr. Dist. Line — C. E. Wood — 397-Men
  - Mechanical Foreman — A. Arthur — 34-Men.
  - Electrical Foreman — E. C. McDonald — 26-Men.
  - Miscellaneous — 25-Men. 7-Gold Men. 18-Silver Men.
- Supvr. of Traffic — C. J. Geddes — 54-Men
  - Wire Chief — H. J. Linar — 7-Men
  - Supervising Chief Operator — 45-Men
  - Assistant Engineer — R. H. Sarter — 5-Men.

Supt. Bridges & Bldgs. — J. A. Tysinger — 219-Men. Office Force 1-Man
- General Foreman — A. C. Pumerson — 41-Men
- Supervisor — E. Slayback — 101-Men
- Pile Driver Foreman — J. T. Mard — 72-Men.
- Supt. of Stables & Stock Yards — X. W. Culbertson — 5-Men
  - Foreman — 4-Men

Freight & Pas. Agent — J. C. Angel — 178-Men. Office Force 1-Man
- Local Agent-Colon — J. C. Warren — 21-Men. Office Force 10-Men
- Local Agent-Panama — P. B. Walker — 143-Men. Office Force 18-Men
- Baggage Rpt. Colon — W. E. Tragsdorf — 4-Men.

Roadmaster — W. B. Connolly — 971-Men. Office Force 1-Man
- Supervisor — W. E. McCann — 414-Men
  - Section Gangs — 260-Men. 10-Foremen. 230-Men
  - Extra Gangs — 147-Men. 4-Foremen. 143-Men
  - Miscellaneous — 7-Men. Loco. Engrs. Conductors Etc.
- Section Gangs — 126-Men. 5-Foremen. 121-Men.
  - Extra Gangs — 433-Men. 13-Foremen. 410-Men.
  - Miscellaneous — 6-Men. Loco. Engrs., Conductors etc.
  - Chief Draftsman — 2-Men

Supt. of P.R. Transportation — F. R. Blunt — 496-Men. Office Force 7-Men
- Panama Terminal Trainmaster — S. W. Heald — 71-Men
  - Office Force — 3-Men. 9-Gold Men. 39-Silver Men.
  - Station Agt.-Panama — J. D. Williamson — 14-Men
  - Chief Despatcher — H. S. Mirsch — 4-Men.
  - Miscellaneous — Boat Masters, etc. General Trainmen — 140-Men.
- Colon-Cristobal Terminal Trainmaster — E. S. Wald — 114-Men.
  - 11-Gold men. 103-Silvermen
  - Station Agent-Colon — T. M. Reynolds — 14-Men.
  - Line Operation — 127-Men. Gual Condrs. 22. Gual. Engrs. 24. Light Sealing Gde. 1. Gatemen 2. Collectors 12. Official Guide 1. Extra Coll'rs. 18. Station Agents 10. Tel. Operators 37.

R. & F. Agent-Colon — R. W. Bergin — 1217-Men. Office Force 17-Men
- District No. 1. General Foreman — J. G. Cartwright — 220-Men
- District No. 1-A. General Foreman — G. Hunter — 264-Men
- District No. 2. General Foreman — O. W. Peterson — 629-Men
- Coal Handling Plant. General Foreman — J. P. Dorell — 89-Men.

Engineer of Docks — T. B. Monniche — 252-Men. Office Force 1-Man
- Assistant Engineer — S. Truscott — 2-Men
- Senior Engineer — C. L. Bascas — 9-Men.
- Supervisor — C. A. Nelson — 237-Men
  - 237-Men
  - 9-Gold men. 91-Silver "

Local Auditor — F. C. Clements — 34-Men
- Chief Clerk — W. H. Kromer — 32-Men
- Traveling Audit. — S. W. John

R. & F. Agent-Balboa — A. S. Jussen — 413-Men. Office Force 10-Men
- Chief Storekeeper — 402-Men. 102-Miscellaneous. 300-Laborers

Organization as of June 30, 1914

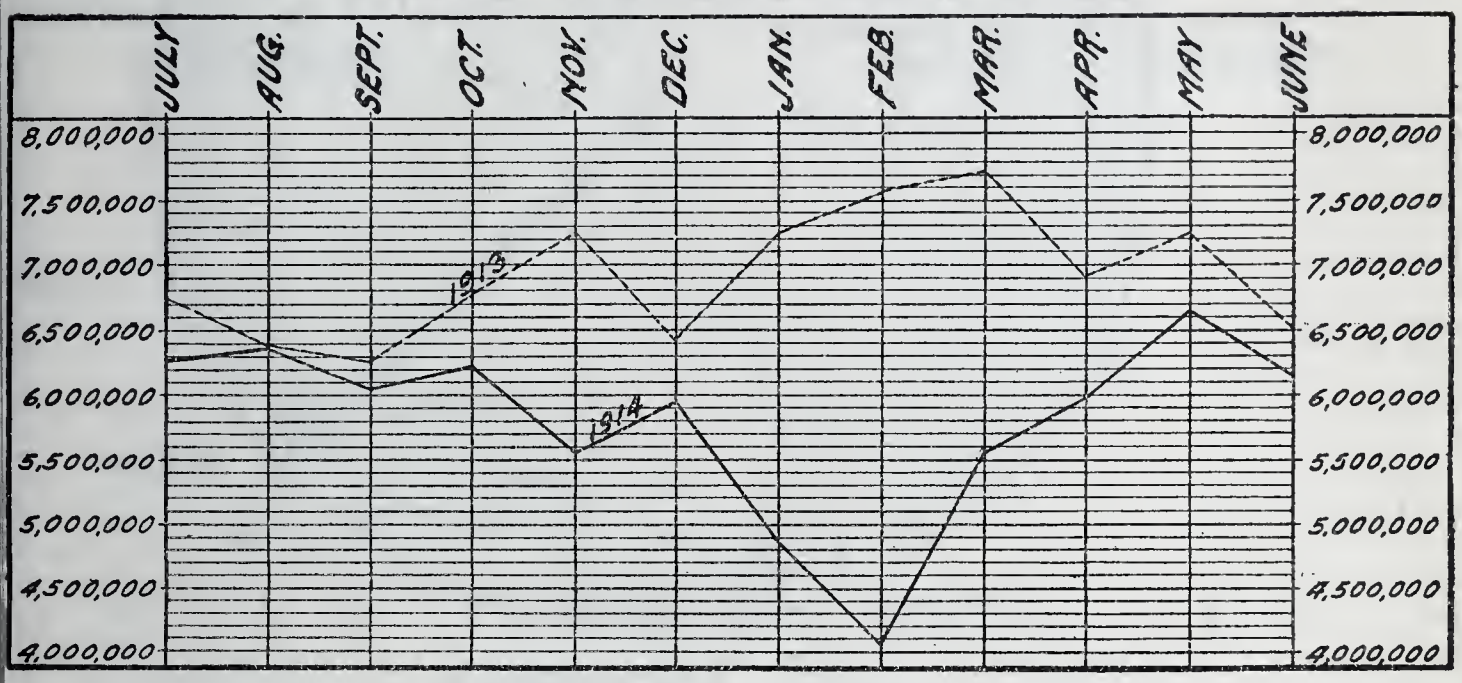
EXHIBIT "Q."

COMPARATIVE STATEMENT.

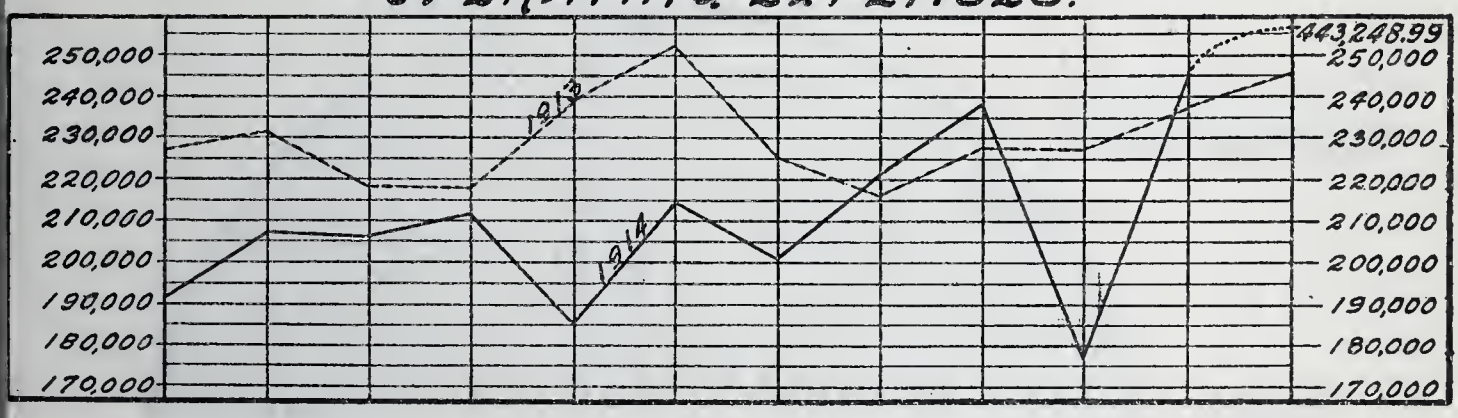
TONS HAULED ONE MILE.
OPERATING EXPENSES.
PAY ROLLS.

FOR FISCAL YEARS.
----------1912—1913.----------
——————————1913—1914.——————————

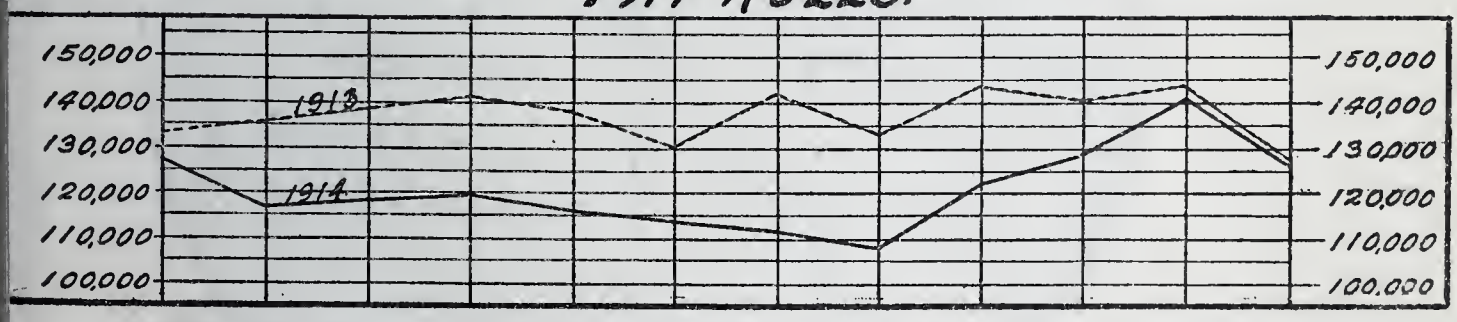
TONS HAULED ONE MILE.



OPERATING EXPENSES.



PAY ROLLS.



H. Doc. 1520, 63-3. (To follow page 51.) No. 2.

EXHIBIT "R."

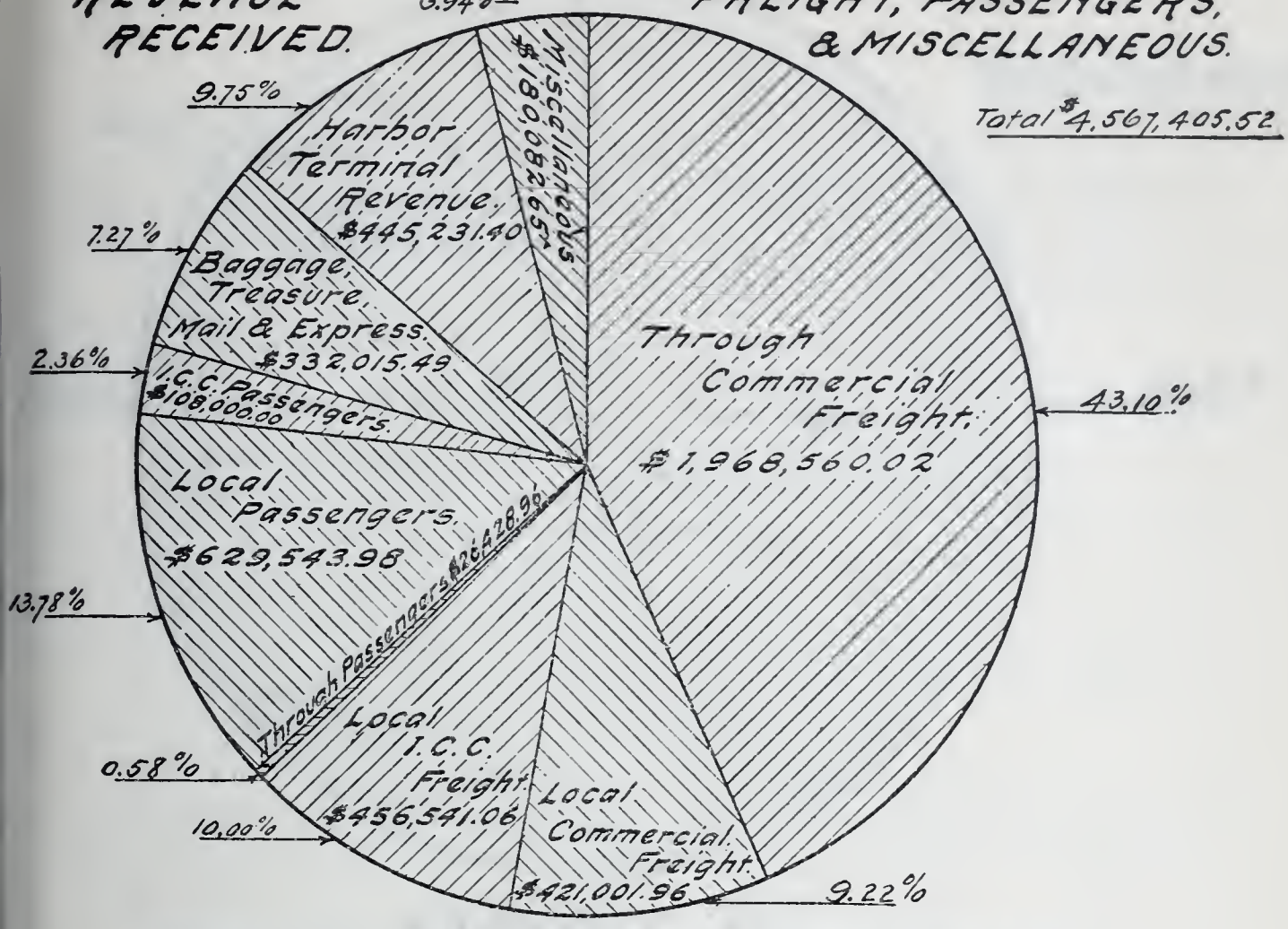


EXHIBIT "T."

TONS FREIGHT HANDLED.

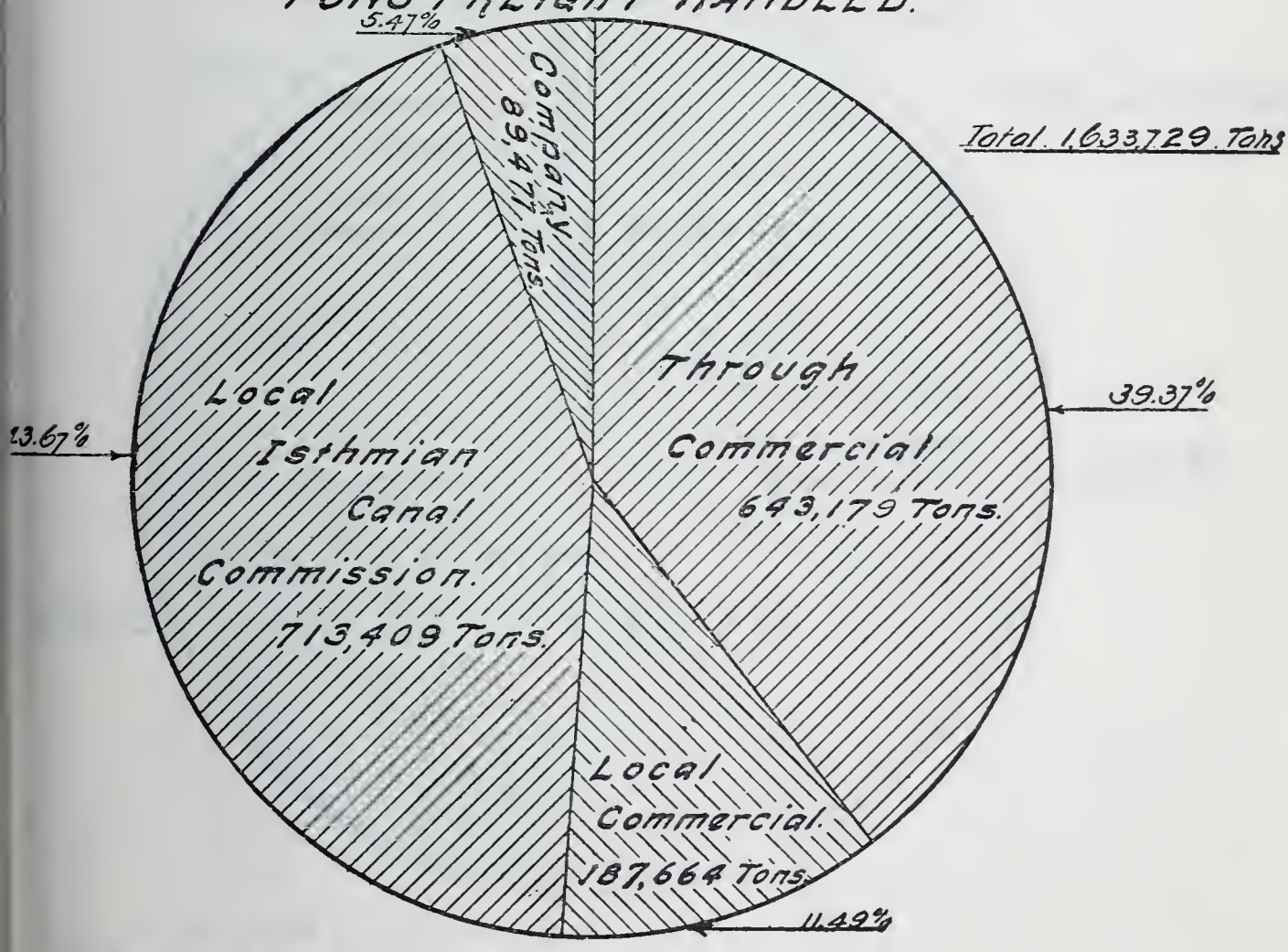


EXHIBIT "S."

REVENUE RECEIVED FOR FREIGHT HANDLED.

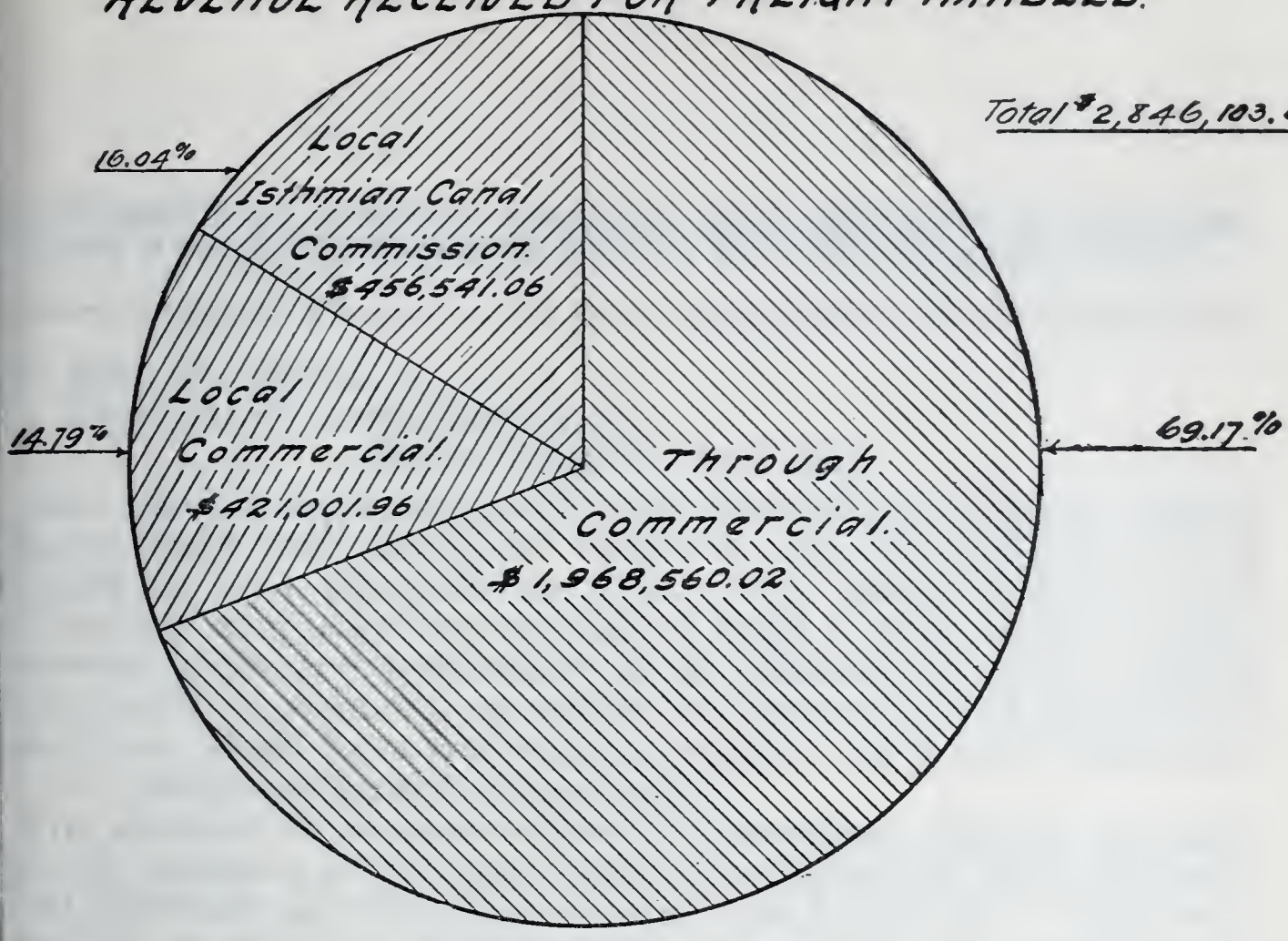
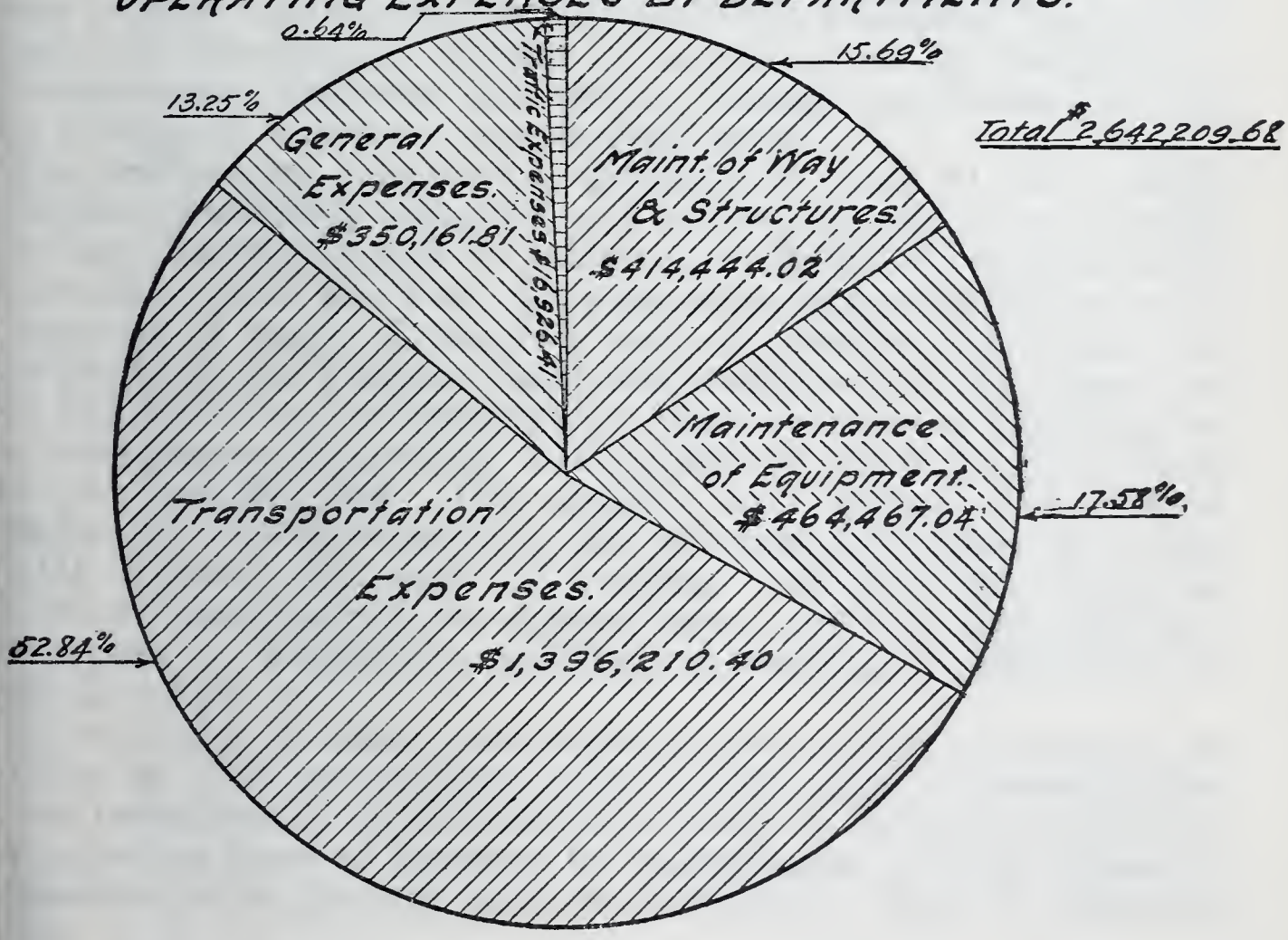


EXHIBIT "U."

OPERATING EXPENSES BY DEPARTMENTS.



SUPPLEMENTAL REPORT SHOWING THE RESULTS OF THE COMPANY'S OPERATIONS FROM JULY 1, 1914, TO OCTOBER 31, 1914.

Presented in compliance with resolution of the board of directors adopted at its meeting of Apr. 2, 1906.]

Col. GEO. W. GOETHALS,
President Panama Railroad Co.,
Balboa Heights, Canal Zone.

SIR: The accompanying exhibits, showing income account, general balance sheet, and statistical tables for the four months ending October 31, 1914, printed in accordance with resolution of the board of directors adopted at its meeting of April 2, 1906, reflect marked decreases in revenue, particularly of the railroad, due to the opening of the canal to commerce on August 15, 1914, and to European war conditions, which have seriously interrupted our service with three of our principal steamship connections.

The decrease in revenue derived by the railroad from its local and through business, as compared with same period of 1913, amounts to $413,014.35, and for the steamship line $11,487.30. The corresponding decreases in total tonnage transported are 158,961 tons for the railroad and 34,625 tons for the steamship line. The relatively unimportant decrease in revenue of the steamship line as compared with decrease in tonnage is accounted for by reduction in unremunerative coastwise and cement tonnage and increase in foreign tonnage at higher average through rates.

The profits from commissary operations to June 30, 1914, which have been previously indicated as a reserve account on our books, have been, as will be seen by reference to Exhibit V, written off to the credit of profit and loss. In accordance with resolution adopted at meeting of board of directors held at Culebra, Canal Zone, on July 23, 1914, the Panama Canal was reimbursed in the amount of $127,864.83 for cost of construction made by them of buildings for the commissary department and repairs to such buildings from 1907 to June 30, 1910. This amount, less salvage of $1,250, or $126,614.83, was distributed in our accounts by setting up in our capital account the value of existing buildings, amounting to $79,933.22, and charging the repairs thereto and cost of construction and repairs to nonexisting buildings amounting to $46,681.61 to profit and loss.

The reduction in value of securities in reserve fund of $6,642.50 on October 30, 1914, as compared with June 30, 1914, is accounted for by the transfer of 11 New York State bonds to the State workmen's compensation fund as security for performance of the company's obligations under the act, and the purchase in July of additional bonds.

Respectfully submitted.

E. A. DRAKE,
Vice President Panama Railroad Co.

EXHIBIT V.

Income account and profit and loss account for four months ending Oct. 31, 1914.

INCOME ACCOUNT.

Railroad:		
Gross revenue from operation	$1,103,720.08	
Operating expenses	876,113.69	
Net revenue from operation		$227,606.39
Steamship line:		
Gross revenue from operation	716,237.89	
Operating expenses	631,943.73	
Net revenue from operation		84,294.16
Total net revenue from operation		311,900.55
Add income from—		
Interest and exchange	41,086.12	
Rentals	44,901.49	
		85,987.61
		397,888.16
Less—		
Rental of terminal and terminal offices	31,241.21	
Result commissary operations, quarter ending Sept. 30, 1914	45,466.68	
		76,707.89
Net income for 4 months		321,180.27

PROFIT AND LOSS ACCOUNT.

By balance to credit profit and loss, July 1, 1914			$17,534,458.80
Surplus from income account for 4 months ending Oct. 31, 1914			321,180.27
Adjustment of commissary operations not affecting current periods income			682,109.91
			18,537,749.00
Less—			
Commissary buildings purchased from the Panama Canal	$126,614.83		
Value of existing buildings debited to capital account	79,933.22		
Nonexisting buildings	46,681.61		
Structures sold, removed, and destroyed	62,832.00		
		$109,513.61	
Accumulated overtime for years 1906–1910		744.63	
Adjustment switching charges prior to June 30, 1914		2,326.67	
Sundry accounts written off		498.45	
			113,083.36
By balance to credit of profit and loss, Oct. 31, 1914			18,424,665.64

EXHIBIT W.

General balance sheet Oct. 31, 1914.

ASSETS.

Road, real estate, and equipment			$17,188,066.84
Construction and improvement expenditures for uncompleted work			4,795,337.16
Floating equipment:			
Steamers *Alliança* and *Advance*		$764,323.02	
Tugs and lighters		227,979.27	
Two motor boats		1,698.45	
			994,000.74
Total capital assets			22,977,404.74
Securities owned			1,909,877.50
Working assets:			
Cash in bank, on hand, and in transit		3,440,895.38	
Materials, coal, and supplies		1,706,460.71	
Due from agents and conductors		158,946.92	
Traffic balances due from connecting companies		285,410.95	
Due from United States Government—			
The Panama Canal	$283,860.07		
Post Office Department	106,498.17		
United States Navy Department	11,432.68		
		401,790.92	
Due from companies and individuals		240,610.79	
Miscellaneous accounts		148,318.92	
			6,382,434.68
Deferred debit items			612,214.08
			31,881,930.84

LIABILITIES.

Capital stock			$7,000,000.00
Capital liabilities due to United States Government:			
For cash appropriated through Isthmian Canal Commission for new equipment and improvements	$2,786,829.53		
Less cash repaid to Oct. 31, 1914	1,387,714.92		
		$1,399,114.61	
For cash appropriated under the act of Congress, approved Mar. 4, 1907, "to pay the 4½ per cent first mortgage bonds of the Panama R. R. Co. Oct. 1, 1907"	2,148,217.50		
Less cash repaid Treasurer of the United States	300,000.00		
		1,848,217.50	
			3,247,332.11
Total capital liabilities			10,247,332.11
Reserves for depreciation:			
Railroad equipment		809,769.69	
Floating equipment		546,152.68	
Plant equipment		452,969.57	
			1,808,891.94
Working liabilities:			
Isthmus drafts not presented		447,901.89	
Audited vouchers and unpaid wages		680,206.96	
Traffic balances due to connecting carriers		116,195.49	
Miscellaneous accounts		52,100.44	
			1,296,404.78
Deferred credit items			104,636.40
Profit and loss, balance			18,424,665.73
			31,881,930.96

EXHIBIT X.

Statement of revenue and expenses for the four months ending Oct. 31, 1914 and 1913.

	1914	1913	Increase.	Decrease.
OPERATING REVENUE.				
Railroad:				
Revenue from transportation—				
Colon to Panama—				
Freight	$455,786.61	$641,205.43	.....	$185,418.82
Passenger	97,446.71	144,816.12	.....	47,369.41
Excess baggage	4,126.22	5,877.12	.....	1,750.90
Parlor and chair car	1,321.50	1,665.50	.....	344.00
Mail	53,978.64	70,461.77	.....	16,483.13
Express	3,880.67	4,765.59	.....	884.92
Treasure	2,435.36	2,329.46	$105.90	.....
Special-service train	505.00	1,229.00	.....	724.00
Total	619,480.71	872,349.99	.....	252,869.28
Panama to Colon—				
Freight	207,416.13	297,793.15	.....	90,377.02
Passenger	89,441.31	129,119.17	.....	39,677.86
Excess baggage	2,899.24	3,106.87	.....	207.63
Parlor and chair car	1,365.25	1,607.25	.....	242.00
Mail	9,944.08	10,995.39	.....	1,051.31
Express	5,454.92	4,651.16	803.76	.....
Treasure	3,741.37	5,100.46	.....	1,359.09
Special-service train	110.50	933.00	.....	822.50
Total	320,372.80	453,306.45	.....	132,933.65
Miscellaneous—Switching	6,001.00	1,892.50	4,108.50	.....
Total revenue from transportation	945,854.51	1,327,548.94	.....	381,694.43
Revenue from operations other than transportation—				
Station and train privileges	155.22	933.40	.....	778.18
Storage—				ffi
Freight	1,905.23	2,346.98	.....	441.75
Baggage	69.00	166.40	.....	97.40
Car service	595.00	500.00	95.00	.....
Telegraph and telephone service	394.57	562.55	.....	167.98
Miscellaneous	1,150.00	681.50	468.50	.....
Total	4,269.02	5,190.83	.....	921.81

Statement of revenue and expenses for the four months ending Oct. 31, 1914 and 1913—Cont'd

	1914	1913	Increase.	Decrease.
OPERATING REVENUE—continued.				
Railroad—Continued.				
Harbor terminal revenue—				
Wharfage—				
Atlantic terminals	$20,489.95	$24,225.85		$3,735.9
Pacific terminals	73,118.80	95,353.22		22,234.4
Lighterage	12,570.52	7,170.70	$5,579.82	
Light house		2,018.50		2,018.5
Cranage	10,447.70	11,467.59		1,019.8
Water supplied shipping	1,279.87	8,066.99		6,787.1
Miscellaneous	2,557.36	2,256.43	300.93	
Total	120,644.20	150,559.28		29,915.0
Other operating revenue—				
Rents of lands, buildings, and other property	763.02	667.08	95.94	
Miscellaneous revenue — Other sources	32,189.33	32,768.30		578.9
Total	32,952.35	33,435.38		483.0
Total railroad revenue	1,103,720.08	1,516,734.43		413,014.3
Steamship line:				
Freight	471,933.46	510,756.37		38,822.
Passenger	152,704.16	142,027.75	10,676.41	
Excess baggage	875.93	773.95	101.98	
Mail	76,529.98	88,557.76		12,027.
Treasure	6,590.73	4,466.18	2,124.55	
Steamer chair service	2,593.00	2,800.00		207.
Wines and liquors	3,336.00	3,614.89		278.
Miscellaneous	1,674.63	2,029.91		355.
Total	716,237.89	755,026.81		38,788.
Gross operating revenue	1,819,957.97	2,271,761.24		451,803.
OPERATING EXPENSES.				
Railroad:				
Maintenance of way and structures	134,333.85	104,457.63	29,876.22	
Maintenance of equipment	196,576.67	130,814.27	65,762.40	
Traffic expenses	4,901.75	4,752.97	148.78	
Transportation expenses	433,243.03	435,495.37		2,252.
Lighterage and harbor service	23,446.87	30,437.40		6,990.
Loading and discharging vessels	14,111.48	9,470.70	4,640.78	
General expenses—				
Isthmus	50,036.11	77,970.87		27,934.
New York	19,463.93	20,396.04		932.
Total railroad expenses	876,113.69	813,795.25	62,318.44	
Steamship line:				
Steamer expenses	519,752.00	550,398.52		30,646.
Agency expenses	84,941.15	87,027.31		2,086.
General expenses—				
New York	12,516.98	9,857.67	2,659.31	
Isthmus	14,733.60	11,961.85	2,771.75	
Total steamship expenses	631,943.73	659,245.35		27,301.
Gross operating expenses	1,508,057.42	1,473,040.60	35,016.82	

SUMMARY.

Railroad:				
Revenue—				
Colon to Panama	$619,480.71	$872,349.99		$252,869.
Panama to Colon	320,372.80	453,306.45		132,933.
Miscellaneous	163,866.57	191,077.99		27,211.
Total railroad revenue	1,103,720.08	1,516,734.43		413,014.
Total railroad expenses	876,113.69	813,795.25	$62,318.44	
Net revenue	227,606.39	702,939.18		475,332.
Per cent of expenses to revenue	79.38	53.65	25.73	

Statement of revenue and expenses for the four months ending Oct. 31, 1914 and 1913—Cont'd.

	1914	1913	Increase.	Decrease.
Steamship line:				
Total revenue	$716,237.89	$755,026.81	.....	$38,788.92
Total expenses	631,943.73	659,245.35	.....	27,301.62
Net revenue	84,294.16	95,781.46	.....	11,487.30
Per cent of expenses to revenue	88.23	87.31	$0.92	.....
Grand total operating revenue	1,819,957.97	2,271,761.24	.....	451,803.27
Grand total operating expenses	1,508,057.42	1,473,040.60	35,016.82	.....
Total net operating revenue	311,900.55	798,720.64	.....	486,820.09
Per cent of expenses to revenue	82.86	64.84	18.02	.....

Exhibit Y.

Statement of classified railroad revenue, tonnage and passengers, Colon to Panama, for four months ending Oct. 31, 1914 and 1913.

FREIGHT.

	Tonnage.			
	1914	1913	Increase.	Decrease.
THROUGH.				
From New York and other Atlantic ports	48,292	61,374	.....	13,082
From Gulf ports	11,925	14,493	.....	2,568
From Europe	34,511	41,848	.....	7,337
Total	94,728	117,715	.....	22,987
LOCAL.				
Commercial	47,919	50,378	.....	2,459
The Panama Canal	119,423	213,223	.....	93,800
Company freight	26,287	9,815	16,472	.....
Total	193,629	273,416	.....	79,787
Total freight	288,357	391,131	.....	102,774

	Revenue.				Rate per ton.	
	1914	1913	Increase.	Decrease.	1914	1913
THROUGH.						
From New York and other Atlantic ports	$129,359.02	$179,867.12	.....	$50,508.10	$2.68	$2.93
From Gulf ports	40,280.53	51,460.89	.....	11,180.36	3.38	3.55
From Europe	130,244.20	170,634.69	.....	40,390.49	3.77	4.08
Total	299,883.75	401,962.70	.....	102,078.95	3.17	3.41
LOCAL.						
Commercial	92,714.41	123,090.13	.....	30,375.72	1.93	2.44
The Panama Canal	63,188.45	116,152.60	.....	52,964.15	.53	.54
Company freight	.....	.....	.....	.....	.....	.....
Total	155,902.86	239,242.73	.....	83,339.87	.81	.88
Total freight	455,786.61	641,205.43	.....	185,418.82	1.58	1.64

Statement of classified railroad revenue, tonnage and passengers, Colon to Panama, fo four months ending Oct. 31, 1914 and 1913—Continued.

MAILS.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease
From New York	580,600	741,600	.....	161,000	$43,069.59	$56,826.69	.....	$13,757.1
From New Orleans	59,000	42,250	16,750	.....	2,000.00	258.95	$1,741.05	.....
From Europe	51,564	73,946	.....	22,382	3,321.10	3,915.08	.....	593.9
Local	183,394	233,239	.....	49,845	5,587.95	9,461.05	.....	3,873.1
Total	874,558	1,091,035	.....	216,477	53,978.64	70,461.77	.....	16,483.1

TREASURE.

	Value.				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease
From New York	$1,268,725	$51,326	$1,217,399	.....	$1,506.19	$209.73	$1,296.46	.....
From Europe	118,677	554,241	.....	$435,564	929.17	2,119.73	.....	$1,190.5
Total	1,387,402	605,567	781,835	.....	2,435.36	2,329.46	105.90	.....

EXPRESS.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease
LOCAL.								
Commercial	429,651	468,082	.....	38,431	$3,404.97	$4,174.30	.....	$769.3
The Panama Canal	253,773	283,641	.....	29,868	475.70	591.29	.....	115.5
Total	683,424	751,723	.....	68,299	3,880.67	4,765.59	.....	884.9

BAGGAGE.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease
From New York	51,154	71,482	.....	20,328	$1,006.63	$1,394.63	.....	$388.0
From Europe	40,194	57,675	.....	17,481	786.09	1,153.50	.....	367.4
From New Orleans	802	4,910	.....	4,108	16.05	98.20	.....	82.1
Local	135,427	118,115	17,312	.....	2,317.45	3,230.79	.....	913.3
Total	227,577	252,182	17,312	24,605	4,126.22	5,877.12	.....	1,750.0

Statement of classified railroad revenue, tonnage and passengers, Colon to Panama, for four months ending Oct. 31, 1914 and 1913—Continued.

PASSENGERS.

	Number.				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
From New York:								
First class	523	517	6	.....	$1,407.50	$1,411.76	.....	$4.26
Second class	32	28	4	.....	57.50	56.00	$1.50	.....
From New Orleans:								
First class	42	44	.....	2	123.00	125.25	.....	2.25
From Europe:								
First class	316	395	.....	79	891.99	1,102.53	.....	210.54
Second class	87	103	.....	16	162.39	198.00	.....	35.61
Local:								
First class	126,435	148,966	.....	22,531	43,514.84	65,015.21	.....	21,500.37
Second class	234,271	405,713	.....	171,442	51,289.49	76,907.37	.....	25,617.88
Total	361,706	555,766	10	194,060	97,446.71	144,816.12	1.50	47,369.41

Statement of classified railroad revenue, tonnage and passengers, Panama to Colon, for four months ending Oct. 31, 1914 and 1913.

FREIGHT.

	Tonnage.			
	1914	1913	Increase.	Decrease.
THROUGH.				
o New York and other Atlantic ports	48,664	59,870	.....	11,206
o Gulf ports	22	56	.....	34
o Europe	7,690	17,200	.....	9,510
o Colon	285	201	84	.....
Total	56,661	77,327	.....	20,666
LOCAL.				
ommercial:				
Balboa–Panama	9,288	6,589	2,699	.....
Panama–Colon	4,653	8,454	.....	3,801
he Panama Canal	65,906	93,216	.....	27,310
ompany freight	11,766	18,875	.....	7,109
Total	91,613	127,134	.....	35,521
Total freight	148,274	204,461	.....	56,187

	Revenue.				Rate per ton.	
	1914	1913	Increase.	Decrease.	1914	1913
THROUGH.						
New York and other Atlantic ports	$120,701.53	$149,060.20	.....	$28,358.67	$2.48	$2.49
Gulf ports	90.48	252.98	.....	162.50	4.14	4.55
Europe	30,812.96	68,759.07	.....	37,946.11	4.01	4.00
Colon	910.46	724.77	$185.69	.....	3.19	3.60
Total	152,515.43	218,797.02	.....	66,281.59	2.69	2.83
LOCAL.						
mmercial:						
Balboa–Panama	4,575.28	3,220.06	1,355.22	.....	.49	.49
Panama–Colon	14,375.70	28,964.89	.....	14,589.19	3.09	3.42
e Panama Canal	35,949.72	46,811.18	.....	10,861.46	.55	.50
mpany freight	.....	.....	.....	.....	.....	.....
Total	54,900.70	78,996.13	.....	24,095.43	.60	.62
Total freight	207,416.13	297,793.15	.....	90,377.02	1.40	1.46

Statement of classified railroad revenue, tonnage, and passengers, Panama to Colon, for four months ending Oct. 31, 1914 and 1913—Continued.

MAILS.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease
To New York	38,759	22,627	16,132	.....	$2,064.88	$1,235.29	$829.59	.....
To Europe	213	235	.....	22	459.32	460.90	.....	$1.5
Local	167,632	147,015	20,617	.....	7,419.88	9,299.20	.....	1,879.3
Total	206,604	169,877	36,727	.....	9,944.08	10,995.39	.....	1,051.3

TREASURE.

	Value.				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease
To New York	$799,198	$721,940	$77,258	.....	$2,702.00	$2,328.68	$373.32	.....
To Europe	264,935	669,071	.....	$404,136	1,039.37	2,771.78	.....	$1,732.4
Total	1,064,133	1,391,011	.....	326,878	3,741.37	5,100.46	.....	1,359.(

EXPRESS.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	De-crease.	1914	1913	Increase.	De-crease.
LOCAL.								
Commercial	779,227	617,733	161,494	.....	$5,068.79	$4,206.23	$862.56	.....
The Panama Canal	206,833	212,812	.....	5,979	386.13	444.93	.....	$58.
Total	986,060	830,545	155,515	.....	5,454.92	4,651.16	803.76	.....

BAGGAGE.

	Weight (pounds).				Revenue.			
	1914	1913	Increase.	De-crease.	1914	1913	Increase.	De-crease
To New York	77,163	60,707	16,456	.....	$879.13	$951.22	.....	$72.
Local	102,780	79,236	23,544	.....	2,020.11	2,155.65	.....	135.
Total	179,943	139,943	40,000	.....	2,899.24	3,106.87	.....	207.

Statement of classified railroad revenue, tonnage, and passengers, Panama to Colon, for four months ending Oct. 31, 1914 and 1913—Continued.

PASSENGERS.

	Number.				Revenue.			
	1914	1913	Increase.	Decrease.	1914	1913	Increase.	Decrease.
To New York:								
First class	372	512	.....	140	$1,083.00	$1,437.75	.....	$354.75
Second class	17	37	.....	20	34.00	74.00	.....	40.00
To New Orleans:								
First class	58	38	20	.....	169.50	114.00	$55.50	.....
Second class	4	.....	4	.....	7.00	.....	7.00	.....
To Europe:								
First class	196	302	.....	106	553.00	781.58	.....	228.58
Second class	50	53	.....	3	86.50	90.50	.....	4.00
Local:								
First class	113,277	144,270	.....	30,993	37,799.50	53,016.38	.....	15,216.88
Second class	233,077	398,028	.....	164,951	49,708.81	73,604.96	.....	23,896.15
Total	347,051	543,240	.....	196,189	89,441.31	129,119.17	.....	39,677.86

Exhibit Z.

Statement of steamship line statistics for four months ending Oct. 31, 1914 and 1913.

FREIGHT TONNAGE.

	1914		1913		Increase.		Decrease.	
	Ships.	Tonnage carried.	Ships.	Tonnage carried.	Ships.	Tonnage carried.	Ships.	Tonnage carried.
Panama R. R. ships:								
Arrived	10	14,777	9	11,692	1	3,085	.....	.....
Sailed	10	17,863	10	17,958	.....	.....	.....	95
Chartered passenger ships:								
Arrived	15	42,493	19	46,655	.....	.....	4	4,162
Sailed	14	69,031	18	102,484	.....	.....	4	33,453
Total	49	144,164	56	178,789	.....	.....	7	34,625
Total freight revenue	$471,933.46		$510,756.37		.....		$38,822.91	
Average rate per ton	3.27		2.86		$0.41		.....	

PASSENGERS CARRIED.

	1914		1913		Increase.		Decrease.	
	Ships.	Passengers.	Ships.	Passengers.	Ships.	Passengers.	Ships.	Passengers.
Panama R. R. ships:								
Arrived	10	788	9	608	1	180	.....	.....
Sailed	10	674	10	572	.....	102	.....	.....
Chartered passenger ships:								
Arrived	15	2,098	19	2,511	.....	.....	4	413
Sailed	14	1,672	18	1,495	.....	177	4	.....
Total	49	5,232	56	5,186	.....	46	7	.....
Total passenger revenue (including excess baggage)	$153,580.09		$142,801.70		$10,778.39		.....	
Average rate per passenger	29.35		27.54		1.81		.....	